RUSS OLSON VOLUME 7A

LAKE MINNETONKA DIVISION, MINNEAPOLIS & ST. PAUL SUBURBAN RAILROAD

Description

Track and Overhead Construction, Construction Costs, Financial Information, Operations, Photographs

Sub-divisions Within This Volume

- Track and Overhead Construction
- Construction Costs
- Operations
- Pocket Time Table Lake Minnetonka Cars & Boats, Opens to 13 ¼ by 12 ¾ inches using four scans
- Photographs

Track and Overhead Construction

9-91
JRS

The company with commendable enterprise have lighted their entire line to Lake Harriet, a favorite resort a few miles from the business district, with arc lights. The current is furnished by an Excelsior machine situated in the main station.

LAKE MINNETONKA DIVISION

TRACK CONSTRUCTION

LAKE HARRIET LOOP

A brochure published by the TCRT Co. with a date of 7-1-1901, issued for financial purposes, contained a map reprinted from the Street Railway Journal which showed the Lake Harriet loop on the right-of-way at 42nd St. The deed for acquisition of real estate consisting of Lots 7-11, Block 7, First Division of Remington Park (between 43rd and 44th Streets, west of Queen Avenue), in the name of the Minneapolis, Lyndale & Minnetonka Ry. (leased by Minneapolis St. Ry.), was recorded in June, 1899. These lots abutted the ML&M Ry. right-of-way; the ML&M Ry. had retained ownership of its Excelsior line right-of-way from Lake Harriet to Hopkins. The Linden Hills depot at 42nd St. was built during 1900 ~~1901~~ just south of the original station which was located on the site of the subsequently built pedestrian underpass. This would indicate that the track was probably extended and a new Lake Harriet loop built during 1900 ~~1901~~. The Lake Minnetonka Division track began at a switch connecting with the loop track, P.S. Sta. 260+79.2 on the right-of-way map.

14x18
COMPLETED
11-12-1900

1905

Early in 1905 the Minneapolis & St.Paul Suburban Railway obtained the necessary ordinances from the villages of West Minneapolis, Hopkins and Excelsior authorizing it to build in and through those communities. Most of the former Great Northern Railway right-of-way from Hopkins to Excelsior was acquired.

Construction of a 14 mile single track line from the Lake Harriet loop, Minneapolis, to Division St., Excelsior, began in the spring. An old single-truck closed passenger motor car pulling four or five flat trailers was used in hauling ties and the 5" 80# T rail which was used throughout. One Rodgers ballast car was purchased. A work train was rented from the Great Northern Ry., consisting of steam locomotive #476, some flat cars, and a caboose. Overhead construction consisted of 35 ft. cedar poles for span wire suspension with 2/0 round trolley wire hung 20 ft. above the top of the rail. A curved viaduct was built in Hopkins to cross the M&StL Ry. and CM&StP Ry. main line tracks. For about one-half the distance the track was laid on the abandoned ML&M Ry. grade. Practically all of the old curves were re-surveyed and alignments adjusted to facilitate high-speed operation. The grade was also cut down in some places and filled at other points to secure a more uniform level profile. Several heavy cuts and fills were required at the western end of the line, some fills being about 50 ft. high and 28 ft. across at the top, while cuts were 32 ft. wide at the bottom. Substations were built at Central Ave., Hopkins, and Division St., Excelsior. The completed single track line to 2ND & ~~Division~~ WATER Sts. in Excelsior was opened for service September 30, 1905.

On October 19, 1905, the single track branch line of the CM&StP Ry. from Hopkins to Deephaven, originally built in 1887, was acquired by lease. This branch line was 7.11 miles long with 7.38 miles of track (another source: 7.84 miles). Operation had been discontinued in late 1904 and the branch line track physically disconnected from the main line track. The single track of the electric railway line was at the same grade as the single track railroad line, but parallel to it on the south for a distance of 1.107 miles to the west.

1906

The CM&StP Ry. Deephaven branch line track was connected to the electric railway track at a point named Deephaven Junction, electrified, and opened for service June 10, 1906.

(The M&StL Ry. grade crossing at Williston Park was protected on both tracks in each direction by single-blade, two-indication, lower-quadrant, semaphores manually operated from a tower at the crossing.)

The track from Hopkins to Deephaven Jct. was retained temporarily for the delivery of track and overhead materials and then removed.

As the line was intended to be double track its entire length, construction of the second main track was undertaken and completed . The original track became the [redacted] east bound main line and the new track was the [redacted] west bound main line. A second curved viaduct was built adjacent to the first viaduct at Hopkins to accommodate the second main track. The CM&StP Ry. Deephaven branch right-of-way from the Hopkins viaducts to Deephaven Jct. was used for the second [redacted] track construction between those two points. [redacted] The Mpls. & St.Paul Suburban Ry. purchased ten dump cars in April, 1906, for track construction purposes.

31st St. & Hennepin Ave. to Hopkins: 6.635 miles.
31st St. & Hennepin Ave. to Deephaven Junction: 7.742 miles.

A single track branch line was built into Hopkins on 9th Avenue from the right- of-way to a wye at Excelsior Boulevard and opened for service June 16, or 17 1906.

In Excelsior bridges were constructed over Division St., the M&StL Ry. tracks, and 2nd Street. [redacted] The double track ended on Lake St. a short distance beyond the Dock Station wye. The double track ballasting standard was: 22 ft. wide roadbed, 6" gravel under the ties, with gravel between the ties to the top of the tie. Electric arc lights were fastened to the overhead span wires at 400 ft. intervals from 34th St., Minneapolis, to Excelsior. The purpose was to light up the right-of-way at night as a scenic attraction and to allow high-speed operation with utmost safety. The completed double track line was opened for service October 10, 1906.

1907

It was planned to extend the line westward from Excelsior to Manitou Junction on the M&StL Ry. where the latter's Tonka Bay branch line left the main line. TCRT promotional brochures of 1907 depict a loop near Birch Bluff at the end of this extension. Rails were purchased in January, 1907, for the extension. However right-of-way acquisition took from December, 1906, until September, 1907. Grading was started in September, 1907, and completed in November, 1907. On October 1, 1907, the M&StL Ry.'s Tonka Bay branch line was leased by M&StP Suburban Ry.

(The MRR&WC Annual Report for the YE 6-30-1904 reported that the railroad had quit operating passenger trains during the winter months, beginning in November, 1903, because it was necessary to operate the trains backward. The Commission ordered one daily round trip between Tonka Bay and Minneapolis beginning 2-15-1904: leave Tonka Bay 7:00 a.m., arrive Minneapolis 8:00 a.m.; leave Minneapolis 6:15 p.m., arrive Tonka Bay 7:30 p.m. The M&StL Ry. asked for suspension of the order until a turntable which had been ordered could be installed at Tonka Bay, and that spring service would be resumed shortly. The order was suspended. The M&StL Ry. failed to respond and quit service for the winter 11-12-1904. The Commission sent the case to the Attorney General for action. The MRR&WC Annual Report for the YE 6-30-1905 reported that the M&StL Ry. was complying with the order. M&StL Ry. track mileage figures as of 6-30-1907 were: first main track 1.45 miles, sidings .224 miles, total track 1.674 miles.)

A spur track to the docks from the Deephaven Loop track was constructed during November, 1907.

1908

The M&StL Ry.'s Tonka Bay branch line was connected to the newly constructed Birch Bluff extension track and the branch line electrified. The M&StL Ry. removed the turntable at Tonka Bay. M&StP Suburban Ry. purchased additional real estate in March,1908, and built a loop track at Tonka Bay. Real estate was also purchased at Wildhurst in April, 1908. A substantial boat dock was built at Wildhurst (to reduce travel time to Upper Lake points via company express boats by 20 minutes each way) and a long loop track built off the branch line to the dock. The length of the leased line was then reported as 1.50 miles. All of this branch line track was opened for service on May 9th [redacted], 1908. The ten dump cars purchased in April, 1906, were sold in June, 1908.

1909

The France Ave. loop was built.

1915

During March, 1915, the Excelsior city council was discussing putting double track through Excelsior, paving Water St., and relocating the 2nd St. wye. In October, 1915, the council was still discussing relocation of the 2nd St. wye. ~~Presumably~~ Apparently this construction was ~~then~~ completed in ~~late 1915 or early 1916~~ 1917.

1917

Real estate for a new Hopkins wye was purchased during October. The original wye was located on Excelsior Blvd. on the west side of 9th Ave. It was relocated to this off-street lot north of Excelsior Blvd. The Hopkins Local line track mileage as of 1-1-1926 was 2,066 L.F. or .391 miles.

1921

The original loop and spur track at France Ave. were removed and a new loop crossover and spur tracks built.

1926

The loading platforms on the Harriet right-of-way from 31st St. and Irving Ave. to the France Ave. loop were extended and rebuilt to accommodate the operation of two-car trains.

Track Abandonments

A gravel pit was located on the Fair Oaks spur track. This track was removed during 1923.

The Excelsior Dock Station building was sold in January, 1925, to the F. W. Pearce Company.

All the rails from the Wildhurst Loop were removed during June, 1927.

The easterly curve track of the Excelsior Dock Station wye was removed in 1928 and the remainder of the wye in 1930.

The siding on the Harriet right-of-way between Upton and Xerxes Avenues was abandoned in 1931. The west end switch was normally removed each fall and re-installed each spring. The west end switch was not re-installed and the east end switch removed in 1931. Rails on the siding itself were not removed until 1937.

The M&StP Suburban R.R. requested authority from the Minnesota Railroad & Warehouse Commission to abandon the following segments: (1) Hopkins to Excelsior 8.60 miles (the Minnesota Highway Department wanted the right-of-way from Willow Point to Excelsior), (2) Excelsior to Tonka Bay 3.13 miles, and (3) Deephaven Junction to Deephaven 6.16 miles. The segment from France Ave., Minneapolis, to Hopkins 4.56 miles was to be retained. Permission to abandon the requested segments was received and the final runs were made August 11, 1932.

In 1937 the real estate adjoining the Excelsior Amusement Park was sold to the Fred W. Pearce Corp. In 1941 the real estate at the former Dock Station and Boat House was sold to E. B. Pearce.

The crossover and spur track at the France Ave. loop was removed during 1939.

The special work in the main line tracks at the Lake Harriet Loop, plus all trolley wire and overhead poles, were removed in January, 1939. Rails on the loop itself were not removed until 1949/1950.

During 1942 rail and special work of the Hopkins Gravel Pit spur track were removed.

On August 4, 1951, that portion of the line from Brookside Ave. [redacted] to Hopkins 3.21 miles was abandoned. A loop track was built on the right-of-way just east of the Minneapolis Northfield & Southern Ry. bridge.

The Harriet right-of-way from 31st St. and Irving Ave., Minneapolis, to the Brookside loop was abandoned June 19, 1954.

LAKE MINNETONKA LINE
1905-1907

When the line opened September 30, 1905:
1) the double track ended at the Hopkins Substation and the single track ended at 2nd & Water Streets in Excelsior. According to the SRJ 9-6-1906 article "Until June, 1906, the single track line was at the steam road grade and a short distance north of the new double-track route." Thus the former ML&M Ry roadbed into Excelsior was used and the M&StL Ry crossed at grade. When the new double track was completed (including the bridge over the M&StL Ry) part of this 1905 track was retained as the Excelsior Substation spur track.
2) the siding on the R/W between Xerxes Ave. and Upton Ave. in Minneapolis had been completed.

The Deephaven line of the CM&StP Ry was hurriedly electrified as it was opened for service June 10, 1906. An operating bulletin dated June 29,1906, warned motormen to reduce speed on all bad curves to avoid derailing owing to poor track.

Deephaven Station and Docks: the turning loop was built off the railroad main track. The Construction Journal November 1907 reference to building a spur track to the docks may pertain to removing the south switch and south end of the runaround (passing) track which resulted in the 1,140 l.f. spur track shown on the later track map. So far no reference has been found as to when this spur track was removed. It does not appear on the 1917 right-of-way map. The A.L. Drum & Co. valuation of the Deephaven line as of 1-1-1926 accounts for only the tangent, curved and special track used in the loop connstruction.

Underground Conduit Manholes

Hennepin Ave., Harmon Place to 31st St.: 46 to 49, 233 to 249, 574, and 250 to 251.
31st St., Hennepin Ave. to the R/W: 252 to 253.
R/W, 31st to Harriet Terminal House: 254 to 278 (9,578.5 l.f. of conduit).

Most all were brick, oval, measured 5.0' ft. long x 4.0 ft. wide x 4.5 ft. deep.

Miscellaneous Notes
from Newspapers

3-23-1915 Excelsior city council was discussing with TCRT the possibility of putting in a double track, paving Water St., and changing the location of the wye on Water St. Discussion was still ongoing in October about removal of the wye from its present location to a point on 2nd St. directly opposite and across Water St. (Location changed "about 1917" according to a photo caption.)

8-11-1932 Last day of streetcar service. The last car left Excelsior at 12:56 a.m. (August 12th) for the carhouse in Minneapolis. It carryied a group of those who "in the days before the automobile became king of the highway made the trip into the city every morning for years". The motorman was Hans Hanson of Excelsior who had also operated the first car on its return trip to the city in 1905. Excelsior's Bill Lawson was the first and last trackwalker (track inspector).

1942 The abandoned track on Water St. was removed during the summer by 25 W.P.A. workers employed by the Metal Reserve Corporation, a subsidiary of the Reconstruction Finance Corporation. TCRT wanted to remove the 40 tons of rail, load and ship to Minneapolis. This would cost them $45.50 per ton whereas new rail was hard to get and cost $60 per ton. The city wanted TCRT to pay them $14 per ton scrap value plus the cost of paving repairs. The city transferred title to the rails to the MRC/RFC for removal and replacement of damaged paving.

Year Ended 6-30-1899

Mpls. & St.Louis Railway: Manitou Jct. to Tonka Bay listed as 1.45 miles.

C.M.StP. & P. Ry.

Abandonment approved 3-7-1932: Hopkins to Deephaven 7.11 miles.

	1930	9 months 1931
Income	$ 6,761	$ 4,434
Operating Expenses and Taxes	16,418	11,915
Oper. Exp., Taxes and Depreciation	17,071	12,405

EXCELSIOR AMUSEMENT PARK

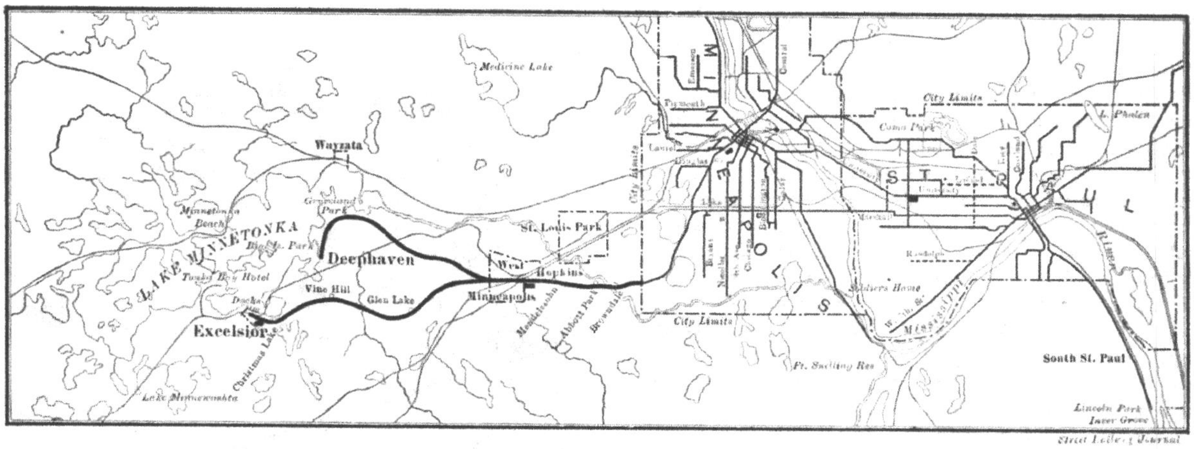
CLOSED 1974.

LAKE HARRIET

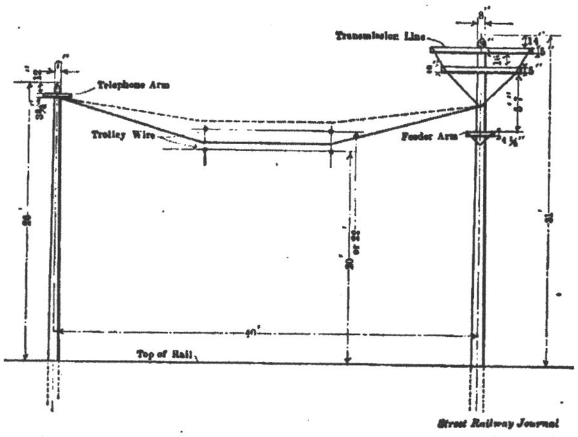
LOTS 1-10, BLOCK 1, FIRST DIVISION OF REMINGTON PARK. WERE DEDICATED TO THE CITY OF MINNEAPOLIS MAY 29, 1901

THE DEVELOPMENT OF LAKE MINNETONKA BY THE TWIN CITY RAPID TRANSIT COMPANY

Lake Minnetonka, about 19 miles west of Minneapolis, is one of the largest and most picturesque of the many lakes in Minnesota. Although it has been for many years a favorite resort for people of Minneapolis and St. Paul and of the surrounding country, the fact that the transportation facilities were rather limited has prevented it obtaining the patronage that its bathing facilities, the opportunities it offers for fishing and boating, and the beauty of the surrounding country have deserved. Until the completion of a single-track electric line to Excelsior, on its south shore, last year by the Twin City Rapid Transit Company, the only means of reaching the lake was by the Great Northern Railway, which serves the north shore, and the Minneapolis & St. Louis Railroad and the Chicago, Milwaukee & St. Paul Railway Company, which reached several points on the south shore. As the shore line has a total length of 150 miles or more, the steam roads did not by any means reach all of the attractive points fronting on the water.


Medicine Lake
Wayzata
Minnetonka Beach
Lake Minnetonka
Big Island Park
Tonka Bay Hotel
Deephaven
Vine Hill
Glen Lake
Excelsior
Christmas Lake
Lake Minnewashta
St. Louis Park
West Minneapolis
Hopkins
Minneapolis
City Limits
Como Park
L. Phalen
St. Paul
Soldiers Home
Mississippi
Ft. Snelling Res
South St. Paul
Lincoln Park
Inver Grove
Street Railway Journal

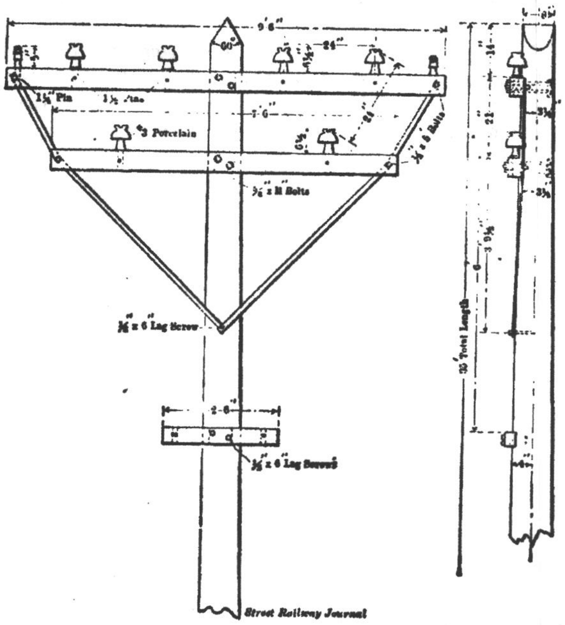
MAP OF TWIN CITY RAPID TRANSIT COMPANY'S SYSTEM, SHOWING THE NEW LAKE MINNETONKA LINE


Transmission Line
Telephone Arm
Trolley Wire
Feeder Arm
40'
Top of Rail
Street Railway Journal

DETAILS OF OVERHEAD WORK ON THE LAKE MINNETONKA LINE

During the past season the Twin City Rapid Transit Company has been making extensive preparations not only to handle heavy traffic to the lake, but also to give a ready means of access to all of the interesting points on the shore and to develop some of these points into pleasure resorts. Through the courtesy of Willard J. Hield, general manager of the company, this publication is enabled to present an account of these preparations, which include, in a general way, the double tracking of the single-track line to the lake, the construction of two fleets of steamers for service on the lake, and the development of a park on an island two miles from Excelsior, the terminus of the double-track line.

An idea of the patronage that will be given the lake by the people of Minneapolis and St. Paul may be judged from the fact that the railway company has made arrangements to operate cars over the line to Excelsior on a 2½-minute schedule. Some of the cars will be of the double-decked type built by the company especially for this service.


9'6"
24"
1½" Pin
1½" Bolts
3 Porcelain
⅝" x 11 Bolts
½ x 6 Lag Screw
2-6
½" x 6 Lag Screws
35' Total Length
Street Railway Journal

DETAILS OF STANDARD POLE CONSTRUCTION

To supply power for the heavy schedule contemplated, two sub-stations of unusually large capacity for interurban lines have been constructed, and the feeding of these sub-stations, together with the natural growth of the system and other extensions in turn, has necessitated additional generator capacity in the main generator station. In this there has just been installed a 3500-kw General Electric generator driven by an Allis-Chalmers vertical cross-compound engine, and there

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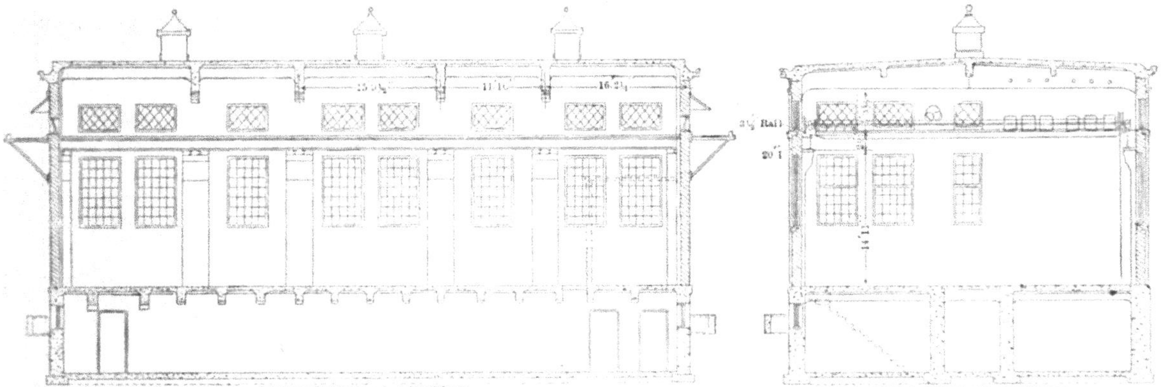
are also being installed two 5000-kw Curtis steam turbines. The boiler capacity of the station has also been increased by the installation of six new boilers, each of 550-hp capacity.

HIGH-TENSION FEEDER SYSTEM

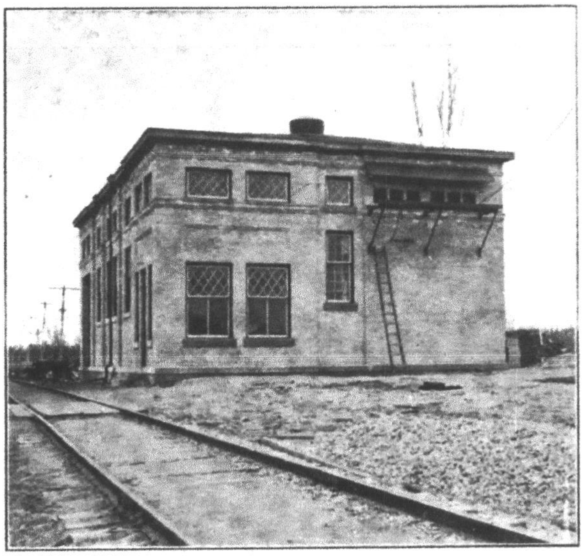
The high-tension feeder system to the two sub-stations on the Minnetonka division consists of two portions; that carried underground from the generating station to a point near the west limits of Minneapolis, and the overhead portion from this point to the sub-stations. One of the two three-conductor cables leaving the station contains a No. 0000 and the other a No. 0 three-phase line. Both are carried into the sub-station at Eleventh Street & Hennepin Avenue, Minneapolis, where switches are provided for connecting the conductors to the main high-tension buses of this sub-station. Leaving the sub-station the cables continue underground to a point near the city limits and about seven miles from the power house. Here they run up into the cable house shown in one of the accompanying illustrations, which contain lightning arresters, choke coils and disconnecting knife-switches. After emerging from the cable house, the high-tension lines are carried to the sub-stations at Hopkins and Excelsior on the poles supporting the span wires. These poles, which are 35 ft. in length and of cedar, support the six high-tension wires on two upper cross-arms in the manner shown in an accompanying drawing. Each of the cross-arms is secured to the posts by two ⅝-in. bolts extending clear through the post, and they are further held in place by braces bolted to the pole. On the ends of the upper cross-arm are placed ground wires which, instead of being continuous throughout the length of the line, are cut into sections, each one mile in length, each length being grounded near the middle. Erecting the ground wire in short lengths avoided the loop circuits which are present where the line is run continuously and grounded at several points.

A branch line from the high-tension system will be taken off the main line a short distance west of the Excelsior sub-station, and will be carried about two miles overhead and one-half mile under the lake in submarine cable to a sub-station of 600-kw capacity, located on Big Island. The sub-station will supply current for lighting the island, and will furnish power for operating the several amusement features of Big Island Park. A terminal containing lightning arresters will be constructed at the point where the line drops down into the submarine cable. The design and construction of the electrical features, the high-tension transmission system, as well as of the sub-stations, was under the immediate charge of E. H. Schofield, chief engineer of the company.



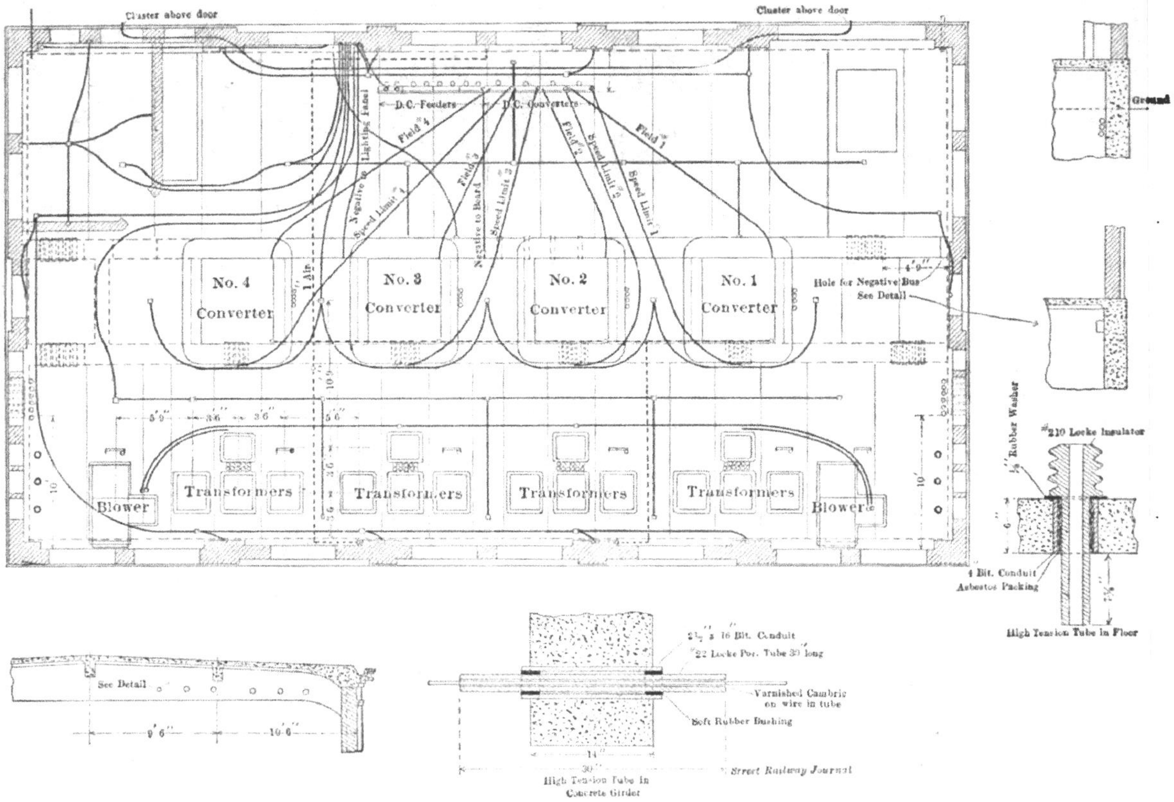
LONGITUDINAL SECTION TRANSVERSE SECTION

THE MINNETONKA SUB-STATION



THE EXCELSIOR SUB-STATION

The sub-station buildings at West Minneapolis and Excelsior are practically of the same construction. The one at Excelsior is shown in an accompanying illustration. It is a concrete and brick structure, the walls being of brick and the floors and roof of concrete. Heavy reinforced concrete girders running across the building, with smaller wire girders extending between them, support the roof slabs. The slabs are covered with felt roofing material, and openings in them over the middle of the building are provided with ventilators. The apparatus in the station is arranged after the general plan upon which several sub-stations have been constructed by the company. This plan places all of the alternating current apparatus on one side of the building, the rotary converters along the center line, while the direct current switchboard is on that side of the building opposite the alternating current apparatus. The high-tension lines enter the building and continue on through it, taps for feeding the station being brought down the wall underneath the entrance and through the disconnecting knife switches and lightning arresters mounted on the wall. Entrance of the high-tension wires into the building is made through Locke insulator tubes placed in slate panels, a drip roof of corrugated iron protecting the entrance. The high-tension wires pass through the building overhead and through the heavy concrete girders already mentioned as supporting the roof. Through these girders the wires are carried in the manner shown in detail in one of the accompanying drawings. Into the girders, which are 14 ins. wide, is inserted a 2½-in. x 16-in. bituminized conduit tube, and inside this is supported by means of soft rubber bushings at each end of the tube a 30-in. Locke porcelain insulator tube which carries the bare wires. On passing through the arresters and switches already mentioned as being mounted on the wall, the high-tension cables drop through the floor to the basement, where connection is made to the high-tension buses by means of hand operated oil switches provided with automatic overload trips, both the switches and buses being located in the basement. Similar oil switches connect the buses to the step-down transformers immediately above on the main floor. The transformers are of the air-cooled type, a centrifugal fan being placed at each end of the row of transformers near the rear wall of the building. It may be noted that the relative location of all the high-tension apparatus, the bus-bars, switches and transformers, is such as to necessitate the least amount of high-tension wiring, all of them being placed within a few feet of each other.


Cluster above door
Cluster above door
D.C. Feeders
D.C. Converters
Lighting Panel
Field #4
Field #3
Field #2
Field #1
Negative to
Speed Limit #4
Negative to Board
Speed Limit #3
Speed Limit #2
Speed Limit #1
No. 4 Converter
No. 3 Converter
No. 2 Converter
No. 1 Converter
1 Air
Hole for Negative Bus See Detail
4' 9"
Transformers
Transformers
Transformers
Transformers
Blower
Blower
Ground
⅛" Rubber Washer
#210 Locke Insulator
6"
4 Bit. Conduit
Asbestos Packing
High Tension Tube in Floor
See Detail
9' 6"
10' 6"
2½" x 16 Bit. Conduit
#22 Locke Por. Tube 30" long
Varnished Cambric on wire in tube
Soft Rubber Bushing
14"
30"
High Tension Tube in Concrete Girder
Street Railway Journal

PLAN AND OTHER DETAILS OF MINNETONKA SUB-STATION

The foundations for all of the rotary converters consist of two parallel concrete walls in the basement running the full length of the building, the base of the converters bridging the two walls. No floor slabs are placed in the center of the converter frames, and the cables from the machines are carried down through these openings into the passageway between the two parallel walls serving as foundations for the converters. The openings in the floor under the machines not only prevent the accumulation of dirt, but also give better ventilation.

The direct current feeders from the switchboard are carried out of the building at a point just underneath the entering high-tension wires through porcelain tubes inserted in the walls. Thence the two d. c. feeder cables are carried the full length of the road on cross-arms below those carrying the high-tension wires. While the station buildings are constructed for four 600-kw converters, only three of these are being installed at the present time.

THE TRACK AND OVERHEAD CONSTRUCTION

For about half the distance the single-track line to Excelsior was constructed on the abandoned grade of the old Minneapolis, Lyndale & Minnetonka Railway, which grade was cut down in places and filled in at other points when the electric line was built to secure a more uniform profile. The country traversed is rolling in character, and several heavy cuts and fills were necessary in the western end of the road, some of the fills being about 50 ft. high. At the bottom the cuts are 32 ft. wide, and at the top of the fills the banks are 28 ft. across. Only two heavy overhead structures were required. One of them is the viaduct at Hopkins, where the line passes over the tracks of the Chicago, Milwaukee & St. Paul, the Minneapolis & St. Louis, and the Great Northern Railroads. This is of steel construction and was originally built for a single track, but a second viaduct has been built to accommodate the double-track line. In preparation for the heavy traffic, the electric railway tracks are carried over the tracks of the Minneapolis & St. Louis Railroad near Excelsior, and a steel girder bridge resting on concrete abutments, and shown in the course of construction in an accompanying illustration. Until June, 1906, the single-track line was at the steam-road grade and a short distance north of the new double-track route.

In addition to the double-track road to Excelsior, the lake may be reached by a single-track line, which, branching off from the main line at West Minneapolis (Hopkins), continues a distance of 7 miles to Deephaven, on the east shore

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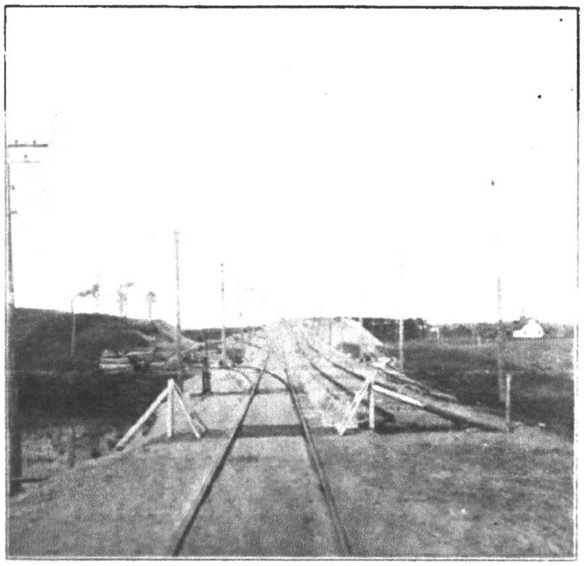
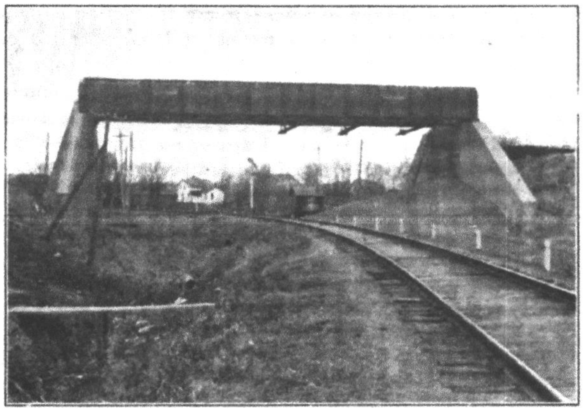
of the lake. This line, which was formerly operated as a steam road by the Chicago, Milwaukee & St. Paul Railway Company, has been equipped with a trolley. The only town of any consequence on the Minnetonka line is West Minneapolis, which is primarily a manufacturing center; and in addition to the through service to Excelsior a branch line has been built into West Minneapolis and a local service opened. Excelsior is now a small town of but a few hundred inhabitants during the winter months, but in view of the fact that through service will be put on to accommodate residents of Excelsior whose business is in Minneapolis, it will, no doubt, become the permanent home of many Minneapolis people.

CONCRETE BRIDGE NEAR THE CITY LIMITS

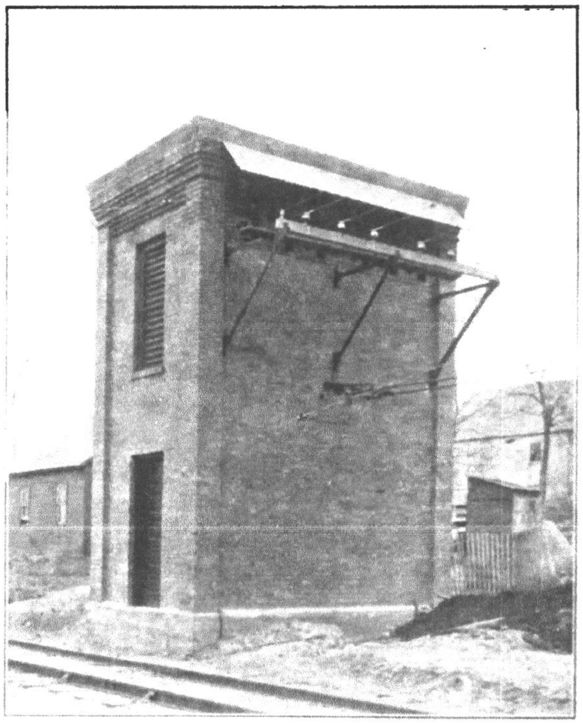
The track construction, which is in charge of George L. Wilson, engineer and roadmaster of the system, is being carried out much in accordance with steam railroad practice so far as grades, type of special work and heaviness of construction are concerned. The tracks are laid with 80-lb. rails bonded with 250,000-circ.-mil pin bonds on the main line, while soldered bonds have been used on the line to Deephaven. Gravel is found in large quantities at several points along the line, and this is employed as ballast. Practically all the curves are of sufficient radius to permit of full-speed operation of cars around them, and the most excessive grades are encountered at the approaches to the viaducts. The trolleys of No. 00 wire are supported 20 ft. above the rail. Quite an unusual feature in connection with the line will be the arrangement for lighting it. Arc lights will be suspended from the span wires, ordinarily at intervals of about 300 ft., but on curves and at approaches to overhead bridges the distance between the lamps will be much less. The lamps will be wired five in series and current will be taken from the trolley. A relay-system circuit-closing device will be employed to throw the lamps on the circuit, and this arrangement will avoid the necessity of men traveling the full length of the line to throw the lamps in. All of them will be placed on four independent circuits controlled by switches at the two sub-



APPROACH TO VIADUCT AT HOPKINS, CROSSING THREE STEAM RAILROADS. VIEW TAKEN DURING LAYING OF SECOND TRACK



GIRDER BRIDGE ON THE LAKE MINNETONKA ROUTE

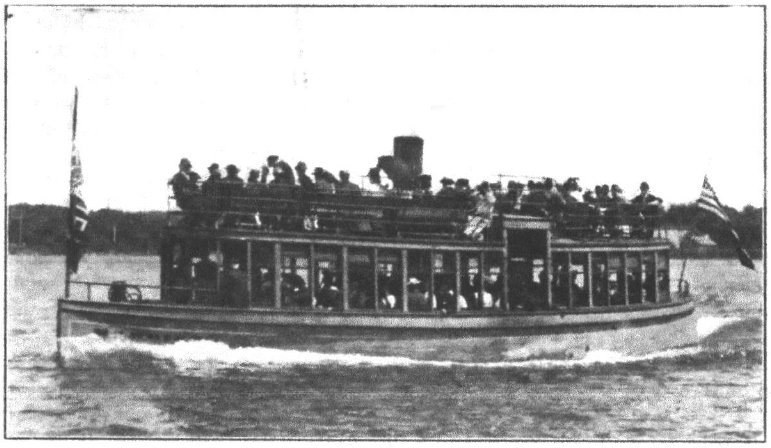


BRICK CABLE HOUSE NEAR CITY LIMITS

stations. Throwing the sub-station switches will close the circuit through the first five lamps, and a relay in this circuit gives current to the five beyond. The action progresses on down the section in a similar manner.

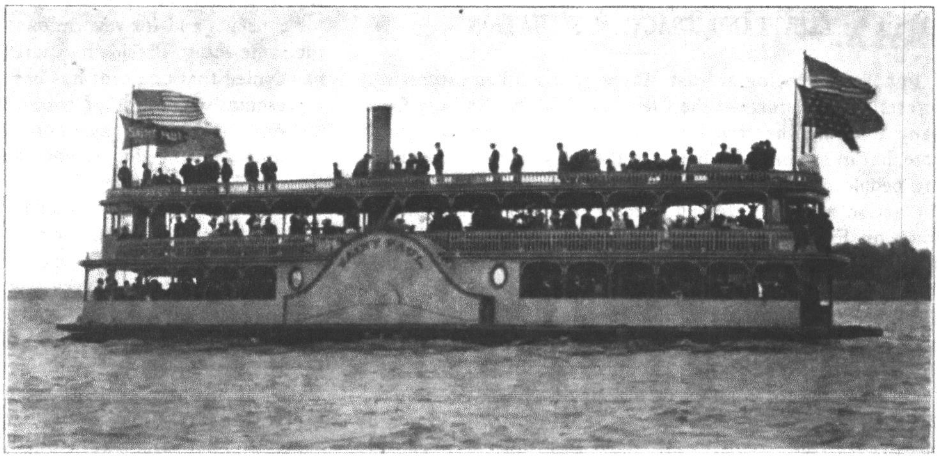
BIG ISLAND PARK

While every portion of the shore line of the lake offers attractions to those seeking relief from the city, the main attraction at the end of the line other than the lake is the park now being developed on Big Island in the middle of the lake. The park, which contains about 60 acres, covers the east end of the island. It is high above the water, and consists of rolling land covered with elm and other natural forest trees. One section is being provided with roller coaster, mystic chutes, dancing pavilions, and similar amusement features, while another portion will be kept in its natural state. A feature of the park will be the open-air kitchens, equipped with stoves for the free use of picnic parties in making coffee or warming food. Facilities will be provided for bathing, and plans provide for an extensive concrete bathing pavilion.



ONE OF THE SIX SMALL STEAMERS BUILT BY THE TWIN CITIES RAPID TRANSIT COMPANY

A complete water works system is being installed. Water from a deep well will be pumped by an electric driven pump which will obtain its power from the sub-station, to which previous reference has been made. This sub-station will be provided with a motor generator set for furnishing power to motors which drive the apparatus of the amusement features, and a three-phase alternating current system of distribution for lighting will be supplied with current from it. Arc lamps of the constant-current type will be employed in addition to the incandescent lamps.



ONE OF THE THREE LARGE STEAMERS BUILT FOR SERVICE BETWEEN BIG ISLAND PARK AND EXCELSIOR

THE LAKE STEAMERS

Mention has been made of the boats built for the company for service on the lake. Three of these, which were constructed out of doors on the lake near Deephaven, measure each 108 ft. x 35 ft. They are all built on the plan of the "Saint Paul," shown in an accompanying illustration. They have a capacity of 1,000 people, and are equipped with side wheels driven by separate engines.

The remaining six boats, which are of much smaller tonnage, were built in the shops of the company in Minneapolis. These smaller ones are termed express boats, and are for service between distant points on the lake, while the larger ones will ply only between Bib Island Park and Excelsior. The smaller boats are built with a torpedo stern, are 70 ft. long, and measure 15 ft. wide at the beam. Each has a total displacement of 60,000 lbs., and is equipped with a 44-in. propeller driven by a 150-hp triple-expansion condensing engine. A water-tube boiler, carrying steam at 250 lbs. pressure, is located a little forward of the center portion of the boat, and the engine is placed immediately behind it. As passengers are allowed in close proximity to the boiler, this has been well lagged to lessen the heat radiation. An asbestos covering is placed on the boiler plates, and an air space is allowed to intervene between this and an outer asbestos covering. The boat is lighted by electricity, current being obtained from a 10-hp De Laval steam turbine driven generator of 50-light capacity. This is placed in the machinery pit behind the boilers and near the engine. With the condensers, the boat contains 28,000 lbs. of machinery. Storage space is provided for six tons of coal. The boat is capable of making 15 miles per hour, and when fully loaded it draws 3½ ft. of water. Passengers are carried both in the cabin and on the upper deck or roof of the cabin. The upper deck is sheltered by a canvas top stretched on a steel framework. This covering not only protects passengers from the sun, but also shields them from the smoke and soot issuing from the smokestack. A stairway immediately in front of the boiler gives access to the upper deck.

Quite an unusual feature in a boat is the arrangement of the windows in the cabin. The design has been copied from street railway practice, and in fact the posts are identical in their general design with the posts of the cars of the Twin

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City Rapid Transit Company. The lower sash drop into pockets underneath, and these pockets permit the sash to drop down below the floor line so that it is possible to place the arm rail down to within 27 inches from the floor. Entrance to the cabin is through a large door on either side of the boat, at the center. There were several objections to placing sliding doors at this point, and Kinnear rolling steel doors were employed. The cabin seats 65 passengers, while 70 people can be carried on the upper deck, giving a full capacity for the boat of 135. The ceiling of the cabin has a natural oak finish, while the sides are finished in cherry. The hull of the boat is painted a canary yellow and is trimmed a light olive. Aluminum striping is also employed. The finish of the hull is in fact identical with that employed on the cars. The six boats have been named after lakes in the vicinity of St. Paul and Minneapolis, including Lake Minnetonka, Como, Stillwater and Harriet.

OPERATING FEATURES

The despatcher's office for the new line is in the Excelsior terminal station. A cable of twelve pairs of telephone lines will be carried from the main office of the company to Excelsior and Big Island Park. A number of the lines will be used for despatching cars, while the remainder will be connected to the central switchboard at the main office and to telephones in several buildings in the park.

The one-way fare to Excelsior from Minneapolis is 25 cents. However, a twenty-five-ride commutation ticket may be purchased for $4.50, which is equivalent to 18 cents per ride. The commutation ticket includes not only fare to Excelsior, but in addition the fare on one of the express steamers to any point between Wayzata and Zumbra Heights, located respectively at the extreme east and west points of Lake Minnetonka. On trips to Minneapolis the fare includes a transfer to any local line.

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CLEVELAND TRACTION SITUATION

For the time being at least Mayor Johnson has successfully forestalled the efforts of the Cleveland Electric Railway Company to bring the franchise extension matter to a popular vote, but in so doing has incurred the indignation of the thinking people of the city. The latest development grew out of the action of the Cleveland Electric Railway in relaying its track on Fulton Street which had been torn up by the city authorities. It will be remembered that this action was taken by the city several weeks ago, and in the injunction suit which followed the court held that the city had acted in an irregular manner and held that the track could be relaid in its old place in the center of the street. Acting under this order the old company asked for a permit to go to work. This was refused. The Mayor and Council committee threatened to arrest the officials of the company if they commenced work and to stop the cars on the lines where it was claimed franchises had expired. But the old company laid the track, and the threats were not carried out. Two days after the track had been laid in the center of the street the Council, having gone through the legal procedure of ordering the tracks moved to the side of the street, the old company changed over, at the same time asking for an injunction restraining the Forest City Company from laying any other tracks.

At the next Council meeting the old company attempted to get through its ordinance for a referendum vote of the people on the entire proposition. The Mayor worked the Council into a frenzy at what he characterized as the old company's defiance of the wishes of the Council, and as a result a vote was passed postponing indefinitely any action on propositions advanced by the company.

The offer of the Cleveland Electric on the referendum is a remarkably fair one. It offered to pay all the expenses of the election and to allow the Forest City Railway Company to place its proposition side by side with it on the ballot, each company setting forth its proposal in its own words.

The daily papers heretofore largely on the fence and if anything leaning toward the new company have come out strongly denouncing the Mayor for his obstruction policy. One of the papers had reporters interview several hundred pedestrians indiscriminately as to their views on the subject, and by an overwhelming majority the proposition of the Cleveland Electric was favored. Several of the Republican Councilmen have been making a house-to-house canvass of their constituents with the same results, while a postal card inquiry by another Councilman shows the sentiment favorable to the old company. The facts of the situation are that the remarkably fair proposition made by the old company and its skilful campaign of publicity, coupled with this latest development, are making it plain to the public that there is small chance of a speedy settlement of the controversy in the schemes advanced by the Mayor and his associates.

Several other matters of interest have transpired meanwhile. The Cleveland Electric has secured a twenty-five-year franchise for an extension of its system in the village of Collinwood, and a similar grant for a new line in the village of Cleveland Heights, and it has started to build both lines. For the latter it needs a grant from the city for an extension of a few hundred feet to make the connection, and although backed by the petition of all the property owners in the neighborhood for this little grant, it has small chance of getting it through the Council unless conditions change.

Both companies are endeavoring to secure the majority of consents on Gordon Avenue for a cross-town line, but the methods of operation differ. The officials of the Forest City Railway Company unblushingly admit that they are paying for consents and for revocations. While charged with doing the same thing, President Andrews of the Cleveland Electric has denied that one cent has been paid by his company or its representatives for either consents or revocations, and defies any one to prove the charges made.

Without giving the old company a chance at a hearing the Council committee met the other day and decided that the Forest City Company should pay the Cleveland Electric Railway Company $9,200 for the right to use certain of its tracks.

The Forest City Railway Company has leased from the city, at what is considered a very low figure, the old water-works pumping station for use as a power station. It is stated that temporary generating equipment has been arranged for to be delivered in the near future, and that a contract has been placed for two large units. The Cleveland Electric Railway Company offered to submit a very low proposition to supply the new company with power from its nearby Viaduct station, but the offer was disregarded. It is believed that Mayor Johnson proposes to install in the station equipment which will enable the "Municipal" company to supply the downtown section of the city with street lights, thus furthering the Mayor's schemes for more municipal lighting plants.

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The Ft. Wayne & Wabash Valley Traction Company is hauling large quantities of wheat from the wheat fields along the line to the markets. This company and other electric railway lines which penetrate the agricultural districts of Indiana expect to capture considerable wheat business from the farmers this fall.

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Office DEPOT.

Minneapolis Tribune (1867-1908); Feb 1, 1903;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 12

CAR LINE TO MINNETONKA

TWIN CITY RAPID TRANSIT COMPANY HAS ELABORATE SCHEMES.

WAITING FOR POWER

STEAMERS WILL RUN AT REGULAR INTERVALS TO ALL PARTS OF LAKE.

The Twin City Rapid Transit Company will extend its service to Hotel St. Louis, Lake Minnetonka. There is every probability that the line will be complete and ready for business by the time the new power station is put in commission.

The company own the old motor line right of way, and may ultimately decide to circle the south shore on this route, but the immediate plan contemplates a terminus at the Hotel St. Louis.

In order to handle traffic to different points on the lake, a line of steamers, more luxurious in appointment than anything hitherto attempted in the Northwest, will be put on.

These boats will be of unsinkable type and they will be equipped as to interior very much after the manner of a chair car.

A fifteen minute service to and from all important lake points is being figured on. The boats will cost $10,000 each, and there will be enough of them to take care of all lake traffic without delays. Arrivals and departures will be by the card, and passengers for all resorts either on the upper or lower lake will be able to depend on the boat schedule.

OFFICIALS ARE RETICENT.

Officials of the company are very reticent as to the comprehensive plans for extensions now under consideration, but there is available the most positive information concerning this lake and rail improvement, which is Mr. Lowry's own conception.

It was the intention to have had the line in operation by the end of this season, but delays in completion of the power plant rendered postponement necessary. There is every prospect that the new line will be ready for business by the summer of 1904. The tracklaying will be commenced during the coming summer. Plans for the boats are already under consideration.

There are several schemes under way for electrical railway connection with Minnetonka. The Gibsons are anxious to build if they can secure co-operation on the part of the Twin City Rapid Transit Company. T. B. Walker is ready to extend the Hopkins line to the lake if afforded facilities for interchange of traffic with the metropolitan lines. Both these propositions are up in the air at present, but they explain the extent to which surveys and valuation estimates have been made in the last couple of years.

As a matter of fact, there is no doubt that the Twin City Rapid Transit Company will develop this thickly populated summer territory for its own profit, having the right of way already granted and the power already in sight.

AT LAKE PARK HOTEL.

Signs of the company's intentions are not far to seek. The Lake Park hotel, which for some years has been a sort of bone of contention between the Twin City Rapid Transit Company and the Minneapolis & St. Louis Railway Company, has, by an agreement made some time ago, passed into the hands of the former corporation.

A large force of men is now at work, thoroughly remodeling the hotel. The porches have been torn off and are being replaced. The interior of the house has been entirely reconstructed and modernized. A new roof and various other necessary outside repairs are being made. The house is to be conducted as a first-class family hotel, and Mrs. Twombley, who was manager last season, is to again have charge.

Excelsior people, who have recognized the certainty of electrical connection with Minneapolis inside of a year, have let the contract for building an immense dancing pavilion there, to be ready for use during the coming summer.

REALTY MEN KNOW IT.

Real estate men of this city are making sales of south shore property with the assurance to purchasers that they will be able to reach this city from Excelsior in 40 minutes on electric cars within twelve months.

The company is arranging for a thoroughly ballasted track to the lake. The rails used will be of the heavy 80-pound type. Cars will be run every 20 minutes in the summer season. The cost of the road is estimated at $250,000. The cars operated will weigh 30 tons each. They will be the most elaborately appointed in the service of the company.

GREAT WESTERN'S LATEST.

Another important piece of information developed today when it was stated on undeniable authority that the Great Western Railway Company would shortly install an electric car service on its line between Faribault and Northfield to St. Paul.

A. B. Stickney, president of the company, has been figuring on this plan for a long time, and it is understood that a definite agreement will be made shortly with the Twin City Rapid Transit Company for power to operate this line. Cars are to be run once an hour each way.

Electric cars will be run under the jurisdiction of the train dispatcher, steam and electrical cars using the same rails. It is hoped to have this line in operation by the summer of 1904, but this hinges entirely on the time at which power from the big Minneapolis station will become available.

Minneapolis Tribune (1867-1908); Apr 20, 1905;
ProQuest Historical Newspapers Minneapolis Tribune (1867-19
pg. 7

VAST

Amount of Work Undertaken by the Twin City Rapid Transit Company.

Minnetonka Line May Not Be Ready for Use Before August.

The vast amount of work which the Twin City Rapid Transit company has under way this season will in all probability delay the completion of the Lake Minnetonka line beyond the limits of midsummer travel. The line will hardly be ready for use before August, contrary to earlier expectations, and the necessity of double-tracking the entire line this season is, therefore, not imperative.

"We will certainly double-track to Hopkins," said General Manager Hield, "but from Hopkins to Excelsior we will use a single line for this season's construction. The reason is perfectly clear. We cannot accomplish everything in a few weeks on a vast system which requires an immense amount of attention during the working months.

"Work in all departments is being pushed with all possible haste. We are turning out new cars at the rate of two a week, and believe we will have a sufficient number to meet all the requirements of the Excelsior line for the season of 1905.

"The Lake street line will be completed from Hennepin avenue to the new amusement park within 30 days. This is the line which is bound for St. Paul, and it will be continued over into that city as soon as the bridge at Lake street is in readiness for it.

"Work on the Fourth street southeast line will be completed Friday. The street has been torn up for some time, and our East Side patrons have had to suffer, but this week will see the finishing touches all on."

Minneapolis Tribune (1867-1908); Aug 26, 1905;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 9

VETERANS GO TO PANAMA CANAL

ENGINEER AND FIREMAN OF FIRST AND LAST STEAM LOCOMOTIVE TRIP ON NEW EXCELSIOR LINE SIGN CONTRACTS TO WORK UNDER THEIR OLD BOSS, J. F. STEVENS, ON ISTHMIAN WORK.

Having run the first steam engine over the Twin City Rapid Transit company's tracks to Excelsior on June 23 and taken it over the line for the last time, at a sixty mile an hour clip, with the last load of ballast and supplies, on Thursday evening, Aug. 24, Engineer Michael Conolly and Fireman George West, veteran construction trainmen, drew their checks and arrived at the Nicollet hotel yesterday.

The ballasting of the new street car line to Excelsior thus completed, the men who did the work will leave on Monday to start upon a still more interesting and a good deal longer job. They have signed ten-year contracts with Chief Engineer J. F. Stevens to do a little job of digging with a steam shovel upon what is expected some time to be the Panama canal.

The men have been in the employ of the Great Northern railway for the better part of thirty years. It was engine No. 476 of the Great Northern that they have been speeding along the new Excelsior line for the past two months, and it seems to them just like going on another job for the old road when they think of going to the equator to work under J. F. Stevens so long chief engineer for the Great Northern.

But this is getting some distance away from the Twin City Rapid Transit company's new line to Excelsior.

The track is now completed, and the wires up, from Minneapolis to the St. Louis tracks at Excelsior, with the exception of 606 feet of the 900 foot steel viaduct which is to span the railway tracks at Hopkins. When this viaduct is completed the line will be ready for use.

Minneapolis Tribune (1867-1908); Sep 14, 1905;
ProQuest Historical Newspapers Minneapolis Tribune (1867-192
pg. 7

MANAGER MAKES TRIP

NEW ELECTRIC LINE IS NEARLY COMPLETED.

Car Passed Over the Excelsior Line From Minneapolis To Minnetonka Yesterday—Hopkins' Bridge Will Be Finished Soon.

W. J. Hield, general manager of the Twin City Rapid Transit company Tuesday made a trip in an electric car over the new Excelsior line from Minneapolis to Lake Minnetonka.

It is true that Mr. Hield had to change cars at Hopkins and walk across the gap made by the unfinished steel bridge over the railroad tracks, but he covered the entire distance at a fast clip and found everything in fine shape.

The line is completed, all except the bridge, and if there are no more heartbreaking delays this part of the work will be finished in a few days. With the completion of the bridge, the line will be opened to traffic, although the lateness of the season will not admit of an elaborate train service.

The exasperating interruptions to the work on the Excelsior line have been due to the company's inability to get materials. Orders, rock-ribbed and imperative, placed months ago, availed nothing in securing machinery which the workmen found it impossible to complete on schedule time. The officials have been compelled to grin and bear the conditions which have robbed them of a fine business this season, as there is no doubt in the minds of traction men the country over but what the new Excelsior line will be a big success from the start.

A trip over the line shows a carefully constructed roadbed, constructed for the express purpose of operating electric cars at a very high rate of speed.

It is evident that the transit officials realize that they must compete with the steam railroads in getting people to and from Lake Minnetonka, and as fast time is the great desideratum, the electric cars, which of necessity must poke along through the city until they get out in the open country, will make fifty or sixty miles an hour in places where the view is long and clear.

The new cars lost in the recent car barn fire will hamper the company in preparing for the lake traffic, but it will be inaugurated just as soon as the bridge gap at Hopkins is closed.

"All sorts of silly stories have been floating around to the effect that we were not going to run cars to Excelsior," said an official. "Nothing could be more absurd. We are all ready now. The terminals at Excelsior are being completed and the work on the power station at Hopkins will be finished in advance of the bridge work."

Minneapolis Tribune (1867-1908); Sep 30, 1905;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922
pg. 7

TONKA

Cars Will Start This Morning at 6, and Will Run Hourly Thereafter.

Trip Will Be Made In Fifty-Five Minutes, and Fare Will Be a Quarter.

The Twin City Rapid Transit company will inaugurate its Lake Minnetonka service at 6 a. m. today on the new Excelsior line.

The time will be about fifty-five minutes between Minneapolis and Excelsior, but this will be materially reduced when the new power station at Excelsior is ready for business. At present the power will all be supplied from the new station at Hopkins working with the big station on the East Side and the one at Eleventh street and Hennepin avenue, where the company has its general offices.

Owing to the delay in completing the bridge at Hopkins, the heavy machinery for the Excelsior plant could not be transported to that point, and some three weeks must elapse before that station is fully equipped.

HIGH SPEED EXPECTED.

As the 'Tonka cars are built to accommodate vast quantities of "the juice," there is no doubt but they will run fast enough to suit everybody directly the Excelsior power gets hold of the trolley wires.

"I am not greatly disappointed in the delay to the Excelsior station," said General Manager Hield, "as we want to season our new line thoroughly before operating cars at a high rate of speed. We do this on level streets of the city when a new piece of track is laid and take every precaution possible. The time which it will take to complete the Excelsior station will enable our men to become entirely familiar with every foot of the line, which is in itself a great advantage.

"Our hourly schedule, we believe, will meet the requirements of the public very nicely for the present. There will be twelve new cars in the service, but if occasion demands we can utilize any of our standard cars."

The bulletin prepared by the transit company for the Excelsior line is as follows:

DETAILS OF SERVICE.

The Lake Minnetonka line, between Minneapolis and Excelsior, will be in regular operation Saturday, Sept. 30.

For the winter months an hourly service will be established, the first car leaving Minneapolis at 6 a. m. and Excelsior at 7 a. m.

On Sunday the first car will leave Minneapolis at 8 a. m. and Excelsior at 9 a. m.

The last car will leave Minneapolis at 8 p. m. and Excelsior at 9 p. m. daily.

On completion of the tracks on First avenue north the Minneapolis terminus will be Sixth street, the cars making a loop around the block bounded by Seventh street, First avenue north, Sixth street and Hennepin avenue.

The terminus in Excelsior will be at Second and Water streets, the business center of the village.

In the operation of the cars stops will be made on outbound trips, to receive passengers only, at the following intersections:

Hennepin and Twelfth for the Bryn Mawr line, Groveland avenue for the Lyndale and Kenwood lines, Hennepin and Lake street for the Lake street line.

Patrons of the line who board local cars at any of the regular stopping places along Hennepin avenue will be transferred to westbound Minnetonka cars when arriving at the nearest intersection enumerated above.

Transfers presented at these points will be accepted in lieu of a 5-cent fare.

On incoming trips stops will be made at the same points for the purpose of transferring passengers and also at the Harriet loop for transfer to the Como line.

RATES OF FARE.

Between Minneapolis and Excelsior, cash fare, 25 cents; fifty-ride commutation, $10.

Between Minneapolis and Hopkins, cash fare, 15 cents; fifty-ride commutation, $6.25.

All of the above forms of transportation entitle the passenger to a transfer to any local line in Minneapolis.

Pending completion of the Seventh street loop these cars will be operated on Hennepin to Third, on Third to First avenue north, on First avenue north to Hennepin and Fifth street.

Minneapolis Tribune (1867-1908); May 7, 1905;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 19

TWIN CITY BUYS MILWAUKEE LINE TO LAKE MINNETONKA

RAILWAY DEAL JUST CONSUMMATED MEANS THAT A NEW ELECTRIC LINE WILL BE IN OPERATION BETWEEN MINNEAPOLIS AND HOTEL ST. LOUIS AS SOON AS TROLLEY WIRES CAN BE STRUNG—NEW PURCHASE WILL MEAN TWO ELECTRIC LINES TO LAKE RESORTS.

WORK ON EXCELSIOR LINE TO BE RUSHED TO COMPLETION

The Twin City Rapid Transit company has secured the Chicago, Milwaukee & St. Paul railway's line to Hotel St. Louis, Minnetonka, and will immediately equip the property for the uses of an electric line.

The transfer of this thoroughly equipped railroad will be effected in a few days, and when this is accomplished the transit company will expend about $50,000 in preparing the Hotel St. Louis line for the operation of electric cars.

The Milwaukee's lake line is in first-class condition and was operated last season. It has never been a popular route to the lake because of the somewhat isolated position of Hotel St. Louis from the populous north and south shores, but the road has been kept-up to a high degree of efficiency.

In securing the property the transit people have a standard piece of railroad instantly available for the use of their standard electric cars, once the power and electrical machinery necessary in their operation is installed.

The large cars now operating on the various lines of the company are of standard guage and can be utilized as efficiently on regular railroad tracks as on the car tracks of the city.

WHAT MR. GOODRICH SAYS.

Vice-President Goodrich of the transit company said yesterday:

"We expect to secure the Milwaukee's lake line from West Minneapolis to Hotel St. Louis, Minnetonka. This will enable us to operate electric cars to both Excelsior and Hotel St. Louis."

The opening up of the Hotel St. Louis line marks an era in Lake Minnetonka travel. Fast cars will be operated at freqent intervals to accommodate the business and every effort made to popularize the line as well as to afford efficient service for the patrons along its route.

The important stations after leaving Hopkins are Groveland Park, Breezy Point, Northome and Minnetonka, or Hotel St. Louis. The line travels a beautiful stretch of country which is deeply wooded, from Breezy Point to the hotel. The road bed and general appointments of the line were built with great care, and will admit of a high rate of speed.

BUILT IN 1887.

The line was built in 1887 at a cost of about $150.000. At the time of its construction Minnetonka was in the flood tide of its early popularity, and as the Minneapolis & St. Louis and Great Northern were doing an immense passenger business between Minneapolis and St. Paul and Minnetonka points, the Milwaukee decided to go after a share of the traffic.

Difficulties were encountered at the outset and the construction of the line proved a costly piece of business. Then followed a period of financial depression the country over and the new venture suffered in common with all over properties. The first season or two people patronized the line out of curiosity, but after that they went with the crowd to the other side of the lake.

The Milwaukee kept in the game, however, and continued to operate the line in a satisfactory manner, but there was not business enough to warrant its further operation as a steam railroad.

An official of the C., M. & St. P. railway is of the opinion that the Twin City Rapid Transit company will make a great success of the line. He said:

"The road bed, the track and everything but electric power is ready for them. They will doubless operate single cars, and in that way can make the line pay. It is a fine property, and fast electric cars will make it popular. I predict a wonderful success for it as the Minnetonka district is developing wonderfully. The Hotel St. Louis electric line is bound to be a winner from the start."

RUSHING THE WORK.

Vice President Goodrich says work on the Excelsior line, which also branches off from Hopkins for Minnetonka, is progressing satisfactorily. It is the intention to operate through cars to St. Paul from Excelsior via the Lake street crosstown line, thus facilitating matters in connection with the through service from both cities.

"People must not get the two lines confused," said Mr. Goodrich. "We are going ahead with construction of our line from Minneapolis to Excelsior by way of Hopkins, just as though nothing had happened. That is our first proposition. The second is the taking over of a piece of the Milwaukee's railroad from Hopkins, or West Minneapolis, to Hotel St. Louis.

"We will have two electric lines to Lake Minnetonka."

In discussing the operation of cars on the Excelsior line to secure the best accommodations, Vice-President Goodrich said that the lake cars would come down town without transfer.

CITY NEWS
Minneapolis Tribune (1867-1908); Jun 10, 1905;
ProQuest Historical Newspapers Minneapolis Tribune (1867-19
pg. 4

CITY NEWS

BRIDGE

Will Be Built Over Tracks at Hopkins for New Minnetonka Electric Line.

Double Deck Cars Will Be Thoroughly Tested and Put on Suburban Service.

Location of the New Street Car Bridge at Fort Snelling Has Been Decided.

There will be no dangerous grade crossings to mar the pleasure of a trip to Lake Minnetonka on the new Excelsior line of the Twin City Rapid Transit company.

The network of railroad tracks at West Minneapolis (Hopkins) owned by the Minneapolis & St. Louis, the Milwaukee and Great Northern roads will be bridged by a first class structure, which will entirely obviate the grade crossing difficulty.

Assurance that this important safeguard of the public would be made was given by Vice President Goodrich of the Transit company yesterday.

DOUBLE DECK CAR.

"We are nearly ready to begin a series of thorough experiments with the double-deck car which we have designed for the Minnetonka as well as local service," said Mr. Godrich. "It will be given a most thorough test in practical operation, and every change needed to bring it to the highest point of efficiency will be made before it is adopted.

"While a few matters remain to be adjusted before we can install the double-deckers we are confident that these will be overcome. The long distances to be traversed between the cities and the beautiful country threaded by our lines makes the double-deck style of car peculiarly adapted to this branch of the service.

"We have planned to operate the double-deckers in three trains, three cars to a train, for the Minnetonka service. If these cars prove the attraction to our patrons which we are led to believe we will undoubtedly build a number of observation cars to operate between the principal points of interest in the Twin Cities and to the lakes.

"The Excelsior line is being double tracked to West Minneapolis at present, but with the patronage which we feel sure will come this season one of our first undertakings next spring will be the double tracking of the line for the remainder of the distance."

NEW ST. PAUL BRIDGE.

Mr. Goodrich also said that the location of the new St. Paul bridge for the accommodation of the fourth interurban had been practically decided upon by the government officials. This is the bridge connecting Fort Snelling with St. Paul for which the last legislature authorized the city of St. Paul to issue bonds in the sum of $150,000.

The present bridge is impractical for carrying heavy electric cars and a new one must be built before the benefits of the Fort Snelling line will be effective between the cities. Commencing on the St. Paul side the new bridge will be located about 100 feet north of the present structure and will run on an angle of about 45 degrees across the Mississippi river.

It will be built jointly by the federal government, the city of St. Paul and the Twin City Rapid Transit company. The terminus of the Fort Snelling line, pending the construction of this bridge, will be about a quarter of a mile from the present bridge.

Office DEPOT.

DIRT
Minneapolis Tribune (1867-1908); Jan 27, 1905;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 7

DIRT

Is Flying in a Dozen Places Along Street Railway Extensions.

Army of 1,500 Men Are Pushing Construction Work In All Directions.

Loop Work In Minneapolis Is Almost Completed—Excelsior Line Ready August 1.

STREET RAILWAY IMPROVEMENTS

Loop tracks on First avenue north and Second avenue south practically completed.

Work on Fifth street well under way.

Excelsior line in operation by August 1.

Fort Snelling line in operation by July 15.

A line from St. Paul to South St. Paul and an extension of Lafayette line in St. Paul to be finished in two weeks.

Grading on Minnetonka line nearly completed.

Bridge over railroad tracks at Hopkins to be completed early in July.

A sub-station being erected at Hopkins and another near Excelsior.

Motors of 75 horse power to be used on Excelsior line.

Large number of heavy cars being turned out at shops for Minnetonka service.

Reconstruction and paving work to be done on First avenue south, Fourth avenue south, Central avenue, Riverside avenue and Washington avenue southeast.

1,500 laborers employed who will have work until cold weather.

The street railway company is making rapid progress with its work of constructing new lines and reconstructing existing lines in both cities.

Of the down-town loop tracks, the work on First avenue north and on Second avenue south has been practically completed. All that remains to be done is to place the switch-work at a few intersections and complete the paving.

The work on Fifth street is well under way, and it is estimated that within 20 days all the additional loop tracks, with the exception of those recently ordered by the council on Sixth street, from Hennepin to First avenue north, and on First avenue north from Fifth to Seventh streets, which are intended especially for the Minnetonka service, will be completed.

The elaborate system of switches at all points on the loop will not only permit of almost any desired arrangement of the various lines, but will also enable the company, in case of fire or other blockade, to maintain uninterrupted service on nearly every line in the city. For example, in the event of a repetition of the Boutell fire at Fifth street and First avenue, the First avenue cars could be turned at Sixth street, following down Second avenue and thence north on Washington; returning, these cars could turn at First avenue north, and run on First avenue north to Sixth street and Hennepin, thence on Sixth street to First avenue south.

The curves at Voegeli's corner and the Minneapolis club would enable the Eighth avenue cars, in case of trouble on Hennepin avenue, to operate in either direction on First avenue south. The cars from the East Side could also be operated on the First avenue north line. Many other combinations are also possible.

MINNETONKA LINE.

The grading on the Minnetonka line is nearly complete. Double tracks have been laid from the Lake Harriet loop to a point beyond Minnehaha creek. The wire is up for a considerable distance beyond this point, and the track from Harriet to Hopkins is being laid by means of the company's cars, which utilizes the power from the overhead line.

From Hopkins to Excelsior the track-laying machine will be used, and arrangements have been made for the use of a locomotive and a train of flat cars. This equipment is now in service.

William H. Hewitt & Co. has the contract for the bridge piers and abutments at Hopkins and a considerable portion of this work is already completed.

The Minneapolis Steel and Machinery company has the contract for the bridge work and expect to be on the ground within ten days. It is expected that the bridge at Hopkins will be completed during the first week in July.

This bridge will span the tracks of the Milwaukee, the Great Northern and Minneapolis & St. Louis roads. With its approaches it will be approximately half a mile in length.

H. N. Leighton & Co. has the contract for two sub-stations, one of which will be located at Hopkins, and the other about a mile outside of Excelsior. Excavation work for both these buildings are finished and concrete foundations are now being laid. The contract calls for completion of both building Aug. 1. Both structures, however, will be under roof, and affording protection for the machinery considerably in advance of that date.

The track construction on the Excelsior line will be of the very best, and with light grades and easy curves will permit of very fast time. Equipment for this service is now under construction in the company's shops at Thirty-first street.

The cars, while of the same general pattern as those in use in the city, are very much heavier. The frames are entirely of steel construction and the trucks and other equipment are proportionately strong.

Four 75 horsepower motors will be used under each car, as against 50 horsepower, the maximum capacity of any equipment now in service on any of the lines of the company. It is expected that the line will be in operation not later than August 1.

FORT SNELLING LINE.

Work on the Fort Snelling line is also being pushed rapidly and it is thought this line will be running by July 15.

The company is also engaged in the construction of a line from St. Paul to South St. Paul; also an extension of the Lafayette line in St. Paul to Phalen park. Both these lines will be in operation within two weeks.

In addition to the rebuilding of the line on Fourth street southeast from Fifteenth avenue to Central and on Central avenue from Fourth street to the Union depot and from the Union depot on Hennepin avenue to Sixth street—all of which has been completed—the company has in prospect considerable reconstruction and paving work on First avenue south, Fourth avenue south, Central avenue, Riverside avenue and Washington avenue southeast.

Approximately 1,500 laborers have been employed since the opening of the season, and with the large amount of work in sight these men will be kept busy until cold weather.

THURSDAY: Of Next Week Will See the Electric C
Minneapolis Tribune (1867-1908); Sep 23, 1905;
ProQuest Historical Newspapers: Minneapolis Tribune (1867-192
pg. 7

THURSDAY —

Of Next Week Will See the Electric Cars Running to Lake Minnetonka.

No Formal Festivities Will Mark the Event Except to Insure Safety.

Thursday, Sept. 28, is the date set for the opening of the new electric line to Excelsior.

There will be no formal festivities, although the natives along the country portion of the line are expected to make demonstrations. The cars will commence to move over the new route without a single fan-fare of the trumpets, as everybody connected with the Transit company is too tired and too busy to make a 'Tonka holiday out of the event.

"The line proper has been ready for some time," said General Manager Hield, "but the delays to our bridge work at Hopkins rendered us powerless to operate cars. The roadbed, the various equipment, everything in fact has been made ready in advance of the bridge, as every one doubtless understands by this time.

"We confidently expect to inaugurate passenger service next Thursday. If there should be any delay it will be due to the rigid inspection which the line must receive over every foot of it before cars will be permitted to run with passengers. Considering the excellence of our construction this may seem an unnecessary precaution, but it will be done and with the greatest thoroughness."

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ENJOY LAKE TROLLEY: MINNEAPOLIS PEOI
Minneapolis Tribune (1867-1908); Oct 2, 1905;
ProQuest Historical Newspapers: Minneapolis Tribune (1867-192
pg. 6

ENJOY LAKE TROLLEY

MINNEAPOLIS PEOPLE SWAMP NEW 'TONKA CARS.

Perfect Day and Novelty of Trip Prove Too Strong Temptation To Resist—Extra Cars Added To Service.

Hundreds of residents of Minneapolis took advantage of the beautiful weather yesterday to take the ride to Lake Minnetonka on the new street car line to Excelsior.

Beginning early in the forenoon, the new line was much in demand by pleasure-seekers and others, and before the day was over the travel on it became so heavy that the regular hourly service was insufficient to cope with it, and extra cars had to be put on to accommodate the patrons of the new route.

It was an ideal day to spend at the lake, and the opening of the line to Excelsior was the signal for many to make the trip, as much to see the lake region in its autumnal dress as to ride on the new line. At the same time, with the most of those who took the trip the main attraction was the opportunity ~~that offered of riding on what~~ nearly every one that took the trip had no hesitancy in pronouncing the most beautiful trolley ride they ever took.

"I really never supposed that we had the makings of such a ride in the vicinity of Minneapolis," exclaimed a well-known business man, as he stepped off the car late yesterday afternoon.

"I have been laboring under the delusion for some years that I knew the most beautiful vistas in and about the Twin Cities, but I have had a revelation today. I would not have missed that trip for $5, and I intend to make the trip again next Sunday, with every friend that I can induce to go along."

The number of persons that rode to Excelsior yesterday was far in excess of what the company anticipated, but the service was maintained exactly on time and without the least suggestion of an accident. The average time consumed in making the run from the downtown section to Excelsior was about an hour, but most of the cars could easily have made better time were it not for the positive orders of the management.

In the words of one of the officials: "Record runs are not what we are after now. What we are after is an absolutely safe service, which is not the easiest thing in the world on a new route as long as that one is. After our motoneers get used to the run, then will be the time to look for a quick service."

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DEEPHAVEN: Old Milwaukee Line to Hotel St. L
Minneapolis Tribune (1867-1908); Feb 15, 1906;
ProQuest Historical Newspapers: Minneapolis Tribune (1867-19
pg. 5

RAILROADS

DEEPHAVEN

Old Milwaukee Line to Hotel St. Louis Will Be Electrically Equipped at Once.

READY IN TIME FOR EARLIEST COTTAGERS

Will Be Rechristened "The Deephaven Line"—Work Will Be Rushed.

"The Deephaven Line" to Deephaven, Lake Minnetonka, is the brand new addition to its suburban mileage which the Twin City Rapid Transit company will announce early in the season. This is the old lake line of the C., M. & St. P. railway to Hotel St. Louis, which the Transit people secured last fall with the intention of equipping it for electric service and operating it in connection with their new Excelsior line.

The new line will branch off from the Excelsior line just beyond Hopkins at a point to be known as "Deephaven Junction." Some other stations on the line have had their nomenclature revised to correspond with the alluring title of "The Deephaven Line." The stations are "Groveland," instead of Groveland Park; Breezy Point, Northome and "Deephaven," instead of Hotel St. Louis.

The removal of "Hotel St. Louis" as a station on Minnetonka's shores will doubtless cause regret in lake circles as the name has been associated with 'Tonka affairs for a great many years, as the terminus of the Milwaukee lake line.

The work of equipping the line for electric cars will be undertaken as soon as the weather will permit in the spring, and as the roadbed and track are in fine condition it will require but a short time to establish complete electric service, which is promised in time to accommodate the first cottagers.

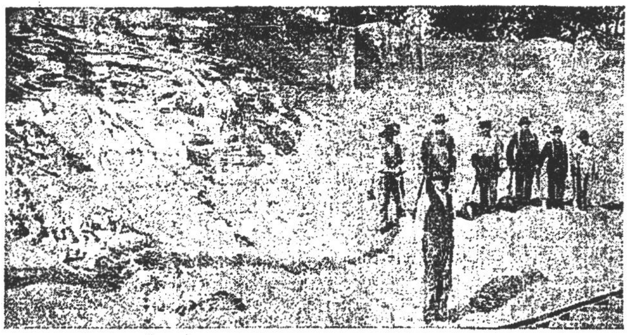
MINNETONKA ELECTRIC LINE IN FULL OPERATION; FIRST CARS YESTERDAY LIBERALLY PA...
Minneapolis Tribune (1867-1908); Oct 1, 1905;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 17

MINNETONKA ELECTRIC LINE IN FULL OPERATION; FIRST CARS YESTERDAY LIBERALLY PATRONIZED

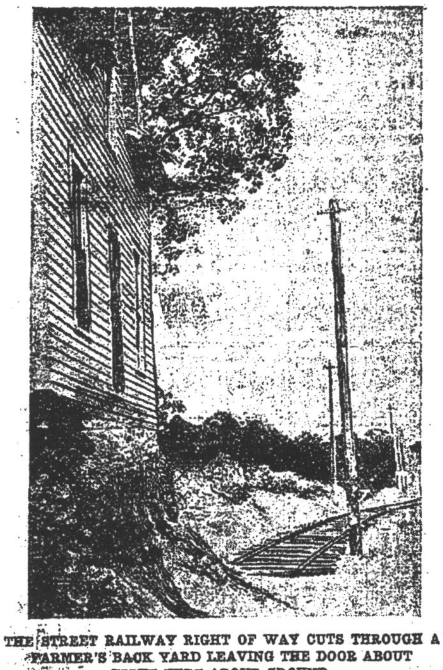
Beauties of the Trip Can Hardly Be Imagined and Must Be Experienced to be Appreciated—Simplicity Itself in Transportation, Taking One From the Noise of the City to the Quietude of the Lake Without the Exertion of More Than a Score of Steps and at Small Cost.

TREMENDOUS SUCCESS OF THE ENTERPRISE ASSURED AS EVIDENCED BY ENTHUSIASTIC APPROVAL OF THE GENERAL PUBLIC YESTERDAY—RUNNING TIME IS TO BE IMPROVED.

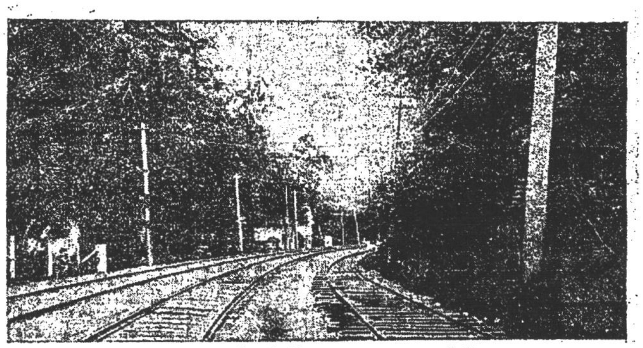
RUN FROM MINNEAPOLIS TO EXCELSIOR IS MADE EVERY HOUR, TWO CARS, EXTRA HEAVY AND MAGNIFICENTLY CONSTRUCTED, BEING USED AT THE PRESENT TIME.



ONE OF THE BIG HILLS THAT THE STREET RAILWAY COMPANY HAD TO CUT THROUGH.



THE STREET RAILWAY RIGHT OF WAY CUTS THROUGH A FARMER'S BACK YARD LEAVING THE DOOR ABOUT EIGHT FEET ABOVE GROUND.



A VERY PRETTY CURVE JUST LEAVING LAKE HARRIET.

By electric line to Minnetonka.

Minneapolis' first suburban electric line has been completed and is in operation, and judging from an experience upon the first car and the way in which the public took kindly to the cars that followed, the new line is the starter of something that will develop into a tremendous success.

Now a person can start from almost their own doors, get on a car, transfer to the Minnetonka car, and never step out until they are at the Excelsior pavilion, not half a dozen jumps from the lake, and a row boat, sail boat or launch. It is simplicity itself in transportation, taking one from the city business to a fishing trip without the exertion of more than a score of steps; and they are down hill, from the pavilion to the lake at one of its busiest spots.

The beauties of such a trip can hardly be imagined and must be experienced to be appreciated. The old style hurrying to a depot, the bustle of buying a ticket, the jangle of bells, the crying of children, the crush at the cars, then the high steps to get in, the rush for seats after you are in, the shriek of escaping steam, the whistle and the engine bell, the smoke and the cinders, the shock of the curves, and the importunities of the candy butcher, are now things of the past. You get on a street car like a white person, and you get your comfortable seat. From where you sit there is glass all around, and you can by a simple turn of the head, glance ahead and see the quadruple line of steel rails being eaten up in the distance by the fast-moving car. There is no swaying and pitching of the train, no grinding of brakes. The motoneer handles his car as easily as a child would a kitten.

The run from Minneapolis is made every hour, two cars being used at the present time. The run could be made when the track is well settled, and the cars broken in, in less than a half hour including stops. The actual running could be a mile a minute with the splendid cars that have been built expressly for the purpose. The first car to run suffered from a hot box, which delayed the round trip for twenty minutes, there being a necessity of using a fire extinguisher to cool down the waste that had become charred. But even with that, the time was caught up easily in the run from Hopkins to Lake Harriet. The powerful motors, and the modern contrivances, seem to work like a charm and there is that feling of tremendous power under the car that gives a confidence that no speed or grade would be too great to attempt.

The trip from Minneapolis is a remarkable one. The best places to take the car are either at Hennepin and Third, at Fourth and First avenue north, or in front of the West hotel. That is, until the new loop is finished on First avenue, when the route will be changed. People are warned not to use the Minnetonka cars for short trips, as they are not for that purpose, and perhaps in time, people will not be picked up in the incoming trip inside the city limits. But going out, a passenger will be taken up at any point just the same as any other car. After arriving at the Harriet loop, however, stops are to be made only at stated intervals or stations. The car going out on the first trip yesterday made stops at Harriet loop, the city limits, the Browndale farm, Abbott-park road, Hopkins station, Hopkins proper, and Christmas lake.

The fare for the trip is twenty-five cents, and the fare is collected the same as on trains, all at once, and not piecemeal as on the interurban. The fare to Hopkins is fifteen cents. The conductor asks you where you are going and takes fare to that point.

Scenically, the trip is interesting. The line runs through some of the prettiest country between Minneapolis and the lake. After leaving Harriet, there is a pretty run through rural districts, where pretty cottages, vegetable gardens and fancy chicken pens vie for honors. This changes for real country until Browndale is reached, and just beyond that point comes the first sight of Minnehaha creek, which is followed with its characteristic windings, for several miles, and then there comes a portion of the country, undulating, with here and there a lily pond or a marsh, the latter filled with Minnesota flora, and all beautiful with the early autumn tints. With a bright sun shining upon the orange, the gold, the purpling, the azure and the duns and the reds, the almost silently moving car sped along, passing in whirling panorama all these beauties along and the while there was no "rac-a-chack-a-chack, rac-a-chack-a-chack," that comes with a ride on a railroad train no matter, in what country or upon what road. The car speeds along so easily that one can read without having the characters dance before their eyes like little jacks in the box, or can carry on a conversation without breaking their voice in the effort.

After leaving the stretch of undulating country west of the Brown farm, there is a stretch of grade until Abbot Park road is reached, and then there is a curved run, in which there are some very pretty curves in scenic beauty, until the power station at Hopkins is reached, where the double track ends near the high, curved trestle that takes the track high above the heads and roofs of Hopkins people, in order to get over the bunch of railroad tracks that are laid through Hopkins, and along by the Minneapolis Thrashing Machine company's works. The grade is rather stiff until the cement and concrete abutments are reached, and then there is a curve away in the air, with the Hopkins people looking open-mouthed as the first car goes by, sights that will soon be everyday ones and not worthy of notice.

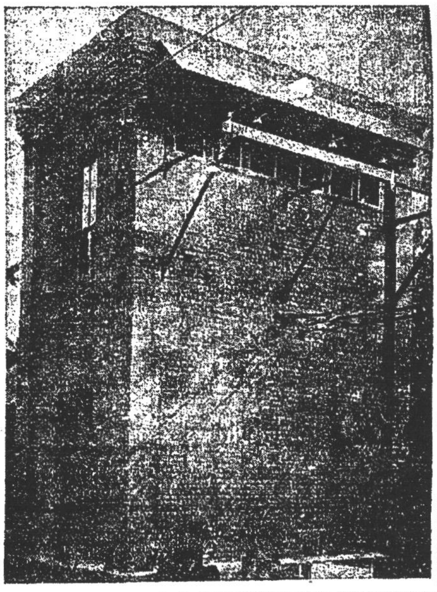
The train stops at the thrashing company's plant, where there is a road station, making, by the way, a very convenient thing for people who work there to get to the city and back. From that point to the lake front at Excelsior it is a run full of curvings, through sloughs, past lakes and pretty pieces of scenery. When near the lake, the track passes right close up to the front porch of a handsome summer residence. At another point it cuts down a farmer's yard until his back door is away in the air, and it lets the corner of his house project over the fill. But these are all incidents in the construction of a line that cause little trouble. They are figured out in the general result.

At Excelsior the track runs along the edge of the bay, which is skirted by the Minneapolis & St. Louis tracks. That is the first point of the lake that is touched, and the lake fairly bursts upon the view from the farm and rolling scenery. The car whisks into the town of Excelsior, right in front of the historical White house, which is terraced high above, and with a sharp curve, the motoneer stops the car right on the main street, with a big pavilion on either side, the dock only fifty feet below, the two hotels on the other corners, and everything right as people want them who go to the lake for an outing.

There is no tedious walk to a depot, for the car is right there. From this stop, the car runs up street and turns on a Y in front of the Minnetonka bank, and there the conductor calls: "End of the line!" and everyone piles off, or sits still and rides back—for there is no red tape, no coal to put aboard, no water to be taken on, and no air brakes to couple or bell cords to test.

At Excelsior, naturally, there is a crowd to watch the cars as they come in. Excelsior people cannot yet realize what this is to be to them. Next summer, when people get to know the line, it will have a hard time handling the crowds. The fare is 25 cents, and a transfer is given, making the lake fare practically 20 cents. The cars will run pretty nearly all the time; there will be no "trains" to catch, and depots to wait in, and it means stepping on a car and getting off right where you get the lake delivered for the asking.

There is probably no place on earth where a lake resort is brought so easily to hand, and the new Excelsior line makes that city and the lake practically a part of Minneapolis. In fact, one can truthfully say now that Lake Minnetonka and Excelsior are practically a part of Minneapolis.



THE SRTEET RAILWAY JUNCTION HOUSE AT LAKE HARRIET

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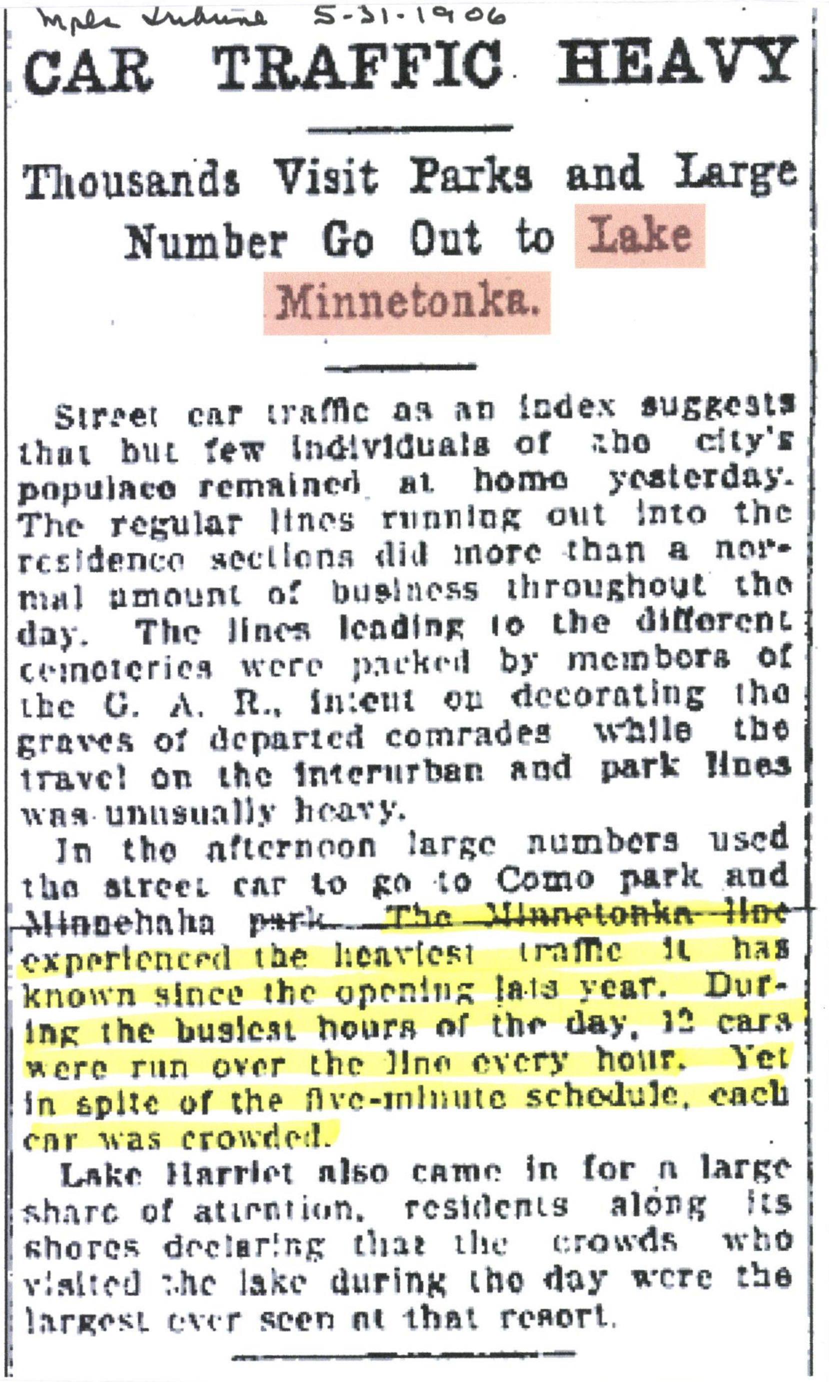
Minneapolis Tribune article May 31, 1906, reports the line operated 12 cars on five-minute headway. There must have been some sections of newly-built double track available for use as meeting points.

Lake Minnetonka Car and Boat Service, Timetable No. 7, July 22, 1906. (See OPERATIONS section for a copy.) "Lake Minnetonka" or "Excelsior Local" service was hourly, leaving on the hour. "Excelsior Limited" service was hourly, leaving on the half-hour. Sunday service was on 10 minute headway. Most of the double track must have been completed as this is the normal schedule. (Note this is timetable number 7, indicating previous changes.) The second viaduct at Hopkins must have been unfinished as the completion date has been stated as October 10, 1906. Thus both westbound and eastbound cars would have to use the original viaduct at Hopkins.



Mpls Tribune 5-31-1906

CAR TRAFFIC HEAVY

Thousands Visit Parks and Large Number Go Out to Lake Minnetonka.

Street car traffic as an index suggests that but few individuals of the city's populace remained at home yesterday. The regular lines running out into the residence sections did more than a normal amount of business throughout the day. The lines leading to the different cemeteries were packed by members of the G. A. R., intent on decorating the graves of departed comrades while the travel on the interurban and park lines was unusually heavy.

In the afternoon large numbers used the street car to go to Como park and Minnehaha park. The Minnetonka line experienced the heaviest traffic it has known since the opening lats year. During the busiest hours of the day, 12 cars were run over the line every hour. Yet in spite of the five-minute schedule, each car was crowded.

Lake Harriet also came in for a large share of attention, residents along its shores declaring that the crowds who visited the lake during the day were the largest ever seen at that resort.

Sept. 29, 1905
Bride Takes Wonderful Ride Over the New Excelsior Streetcar Line

The glorious possibilities of the new Excelsior line of the Twin City Rapid Transit Company—all except the bridge—are known to the good people of Excelsior, or will be as soon as the wedding guests who made a trip over the line are permitted to circulate their story.

Miss Belle Stanley of Minneapolis and C. B. Raitz of Excelsior were married Wednesday in the big town, and a large party of friends attended the wedding and volunteered their services in transporting the bride safely to her new home in Excelsior. They thought a trolley ride over the new line would be quite the nicest thing in the world, so they took the matter to General Manager Hield. Mr. Hield's face glowed with pleasure as he recounted the manifold attractions of the line, but he whispered to the bridegroom that the bridge over the railway tracks at Hopkins was—well—not finished. "I'll send her home in a carriage," said Mr. Hield, gallantly.

"No, give us one of your finest cars to Hopkins, and after that we'll take whatever is in sight, " said Mr. Raitz.

The only obstacle in the way was the bridge, but the happy couple and their friends said they would walk around it, and they did.

On the other side, Mr. Hield drew up with his very best accommodations, a work car with the right end pointing the wrong way. It was the best he could do. The car had been tidied up as much as possible, so that the ladies' gowns would not get soiled.

The motorman pulled out for Excelsior, and was compelled to run his car backwards, but that did not prevent him from making the trip in exactly 30 minutes.

Minneapolis Tribune (1867-1908); May 15, 1908;
ProQuest Historical Newspapers Minneapolis Tribune (1867-19
pg. 4.

CITY NEWS

Tonka Bay Traffic Begins Tomorrow

Boat and Car Lines Will Give Better Service Than Ever.

New Express Boats Will Ply on Lake This Season.

Beginning tomorrow morning the Twin City Rapid Transit company will begin the operation of its Lake Minnetonka boat and car lines. A great many changes have been made in the schedule this year and it is much more complete than formerly.

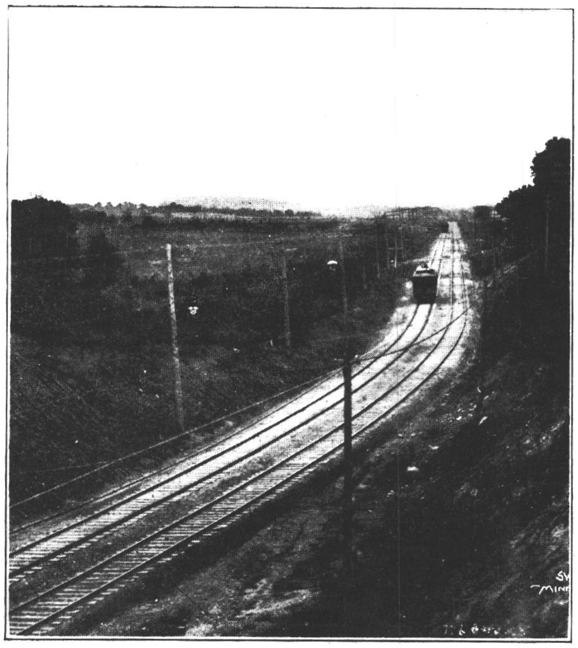
Beginning at 4:03 in the morning the cars will be run at regular intervals to Excelsior and Tonka Bay. Every other car will be a Tonka Bay car. The cars to Excelsior will run at half-hour intervals, the service to Tonka Bay thus being hourly, except on Sundays, when the cars will run to Excelsior every 10 minutes and to Tonka Bay every half hour.

Cars carrying the sign, "Lake Minnetonka," run to the Tonka Bay terminal; those reading, "Excelsior Limited," run only to Second street, Excelsior; those reading "Excelsior Excursion" run to Dock station, Excelsior. The Lake Minnetonka cars stop at Hopkins, Deephaven Junction, Glen Lake, Purgatory, Vine Hill, Christmas Lake, Excelsior (dock station and Second street), Manitou, Wildhurst and Tonka Bay. The Deephaven cars stop at Hopkins, Deephaven Junction, Baker, Boulevard, Groveland, Breezy Point, Northome and Deephaven.

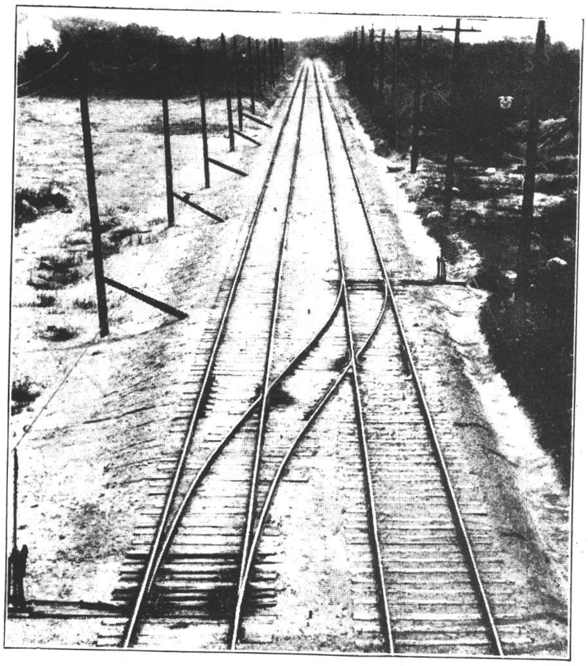
The Excelsior Limited cars make no stops between the Lake Harriet "Loop" and Dock station at Excelsior, except Hopkins.

The first boat leaves Excelsior at 6:43 a. m. and service will be rapid after that time. Two new lines of boats will operate this year, one to the lower lake division, Excelsior, Wayzata and Deephaven, the other also on the lower lake division to Excelsior and Minnetonka Beach.

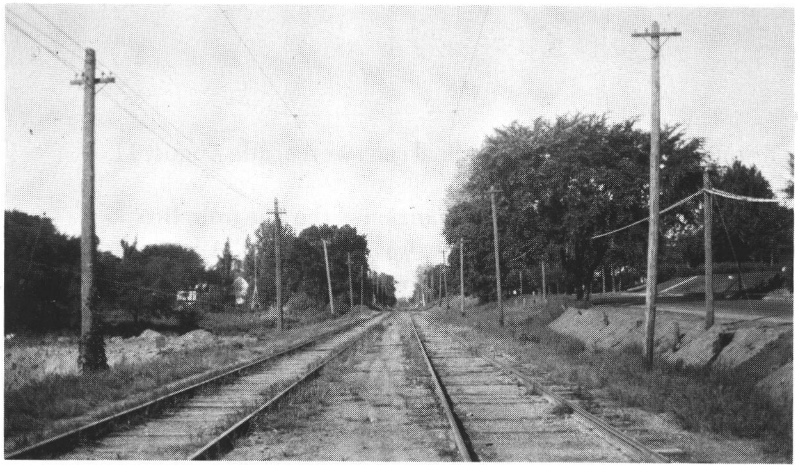
The upper lake will also be covered by two fast express boat lines, one to Wildhurst and Spring Park and the other to Wildhurst, Zumbra Heights and Mound. The express boats to be used this year are 70 feet long with a 14-foot beam, and have a speed of from 12 to 15 miles per hour. Each boat seats comfortably 140 persons. There are 12 of these express boats this year.

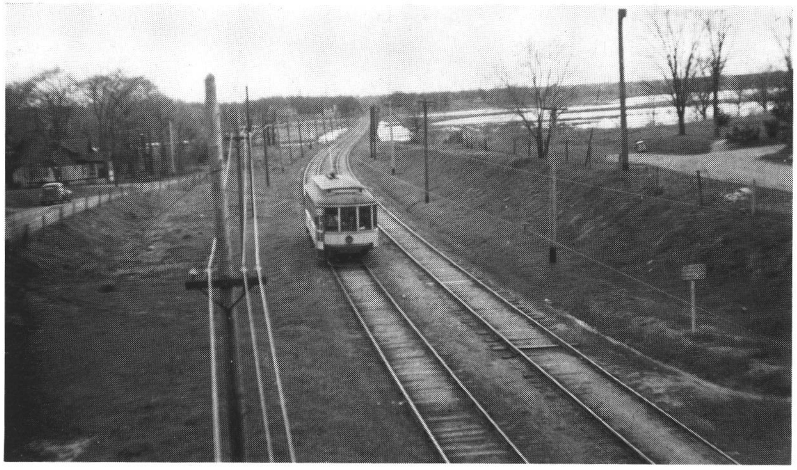


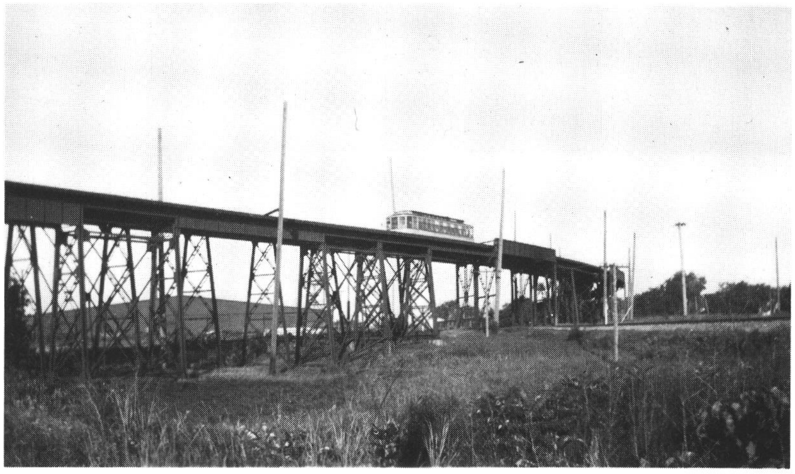
On Lake Minnetonka Line. See Page 26.

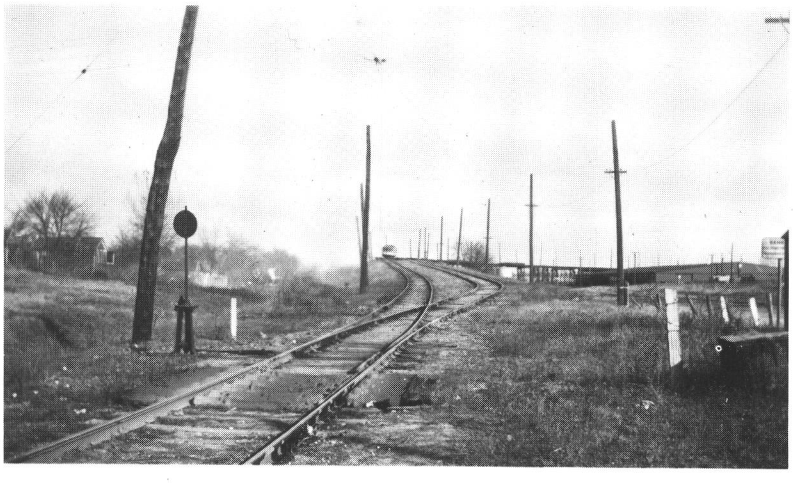


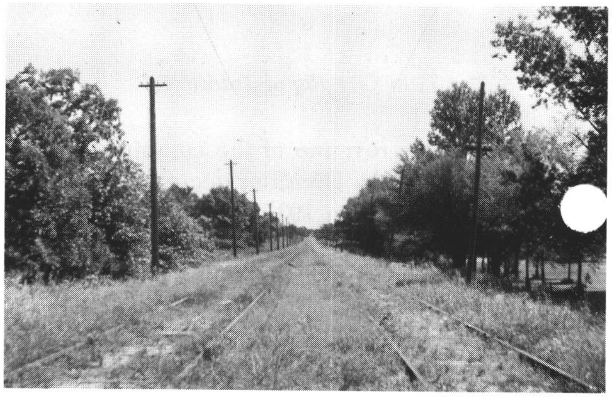
On Lake Minnetonka Line. See Page 26.

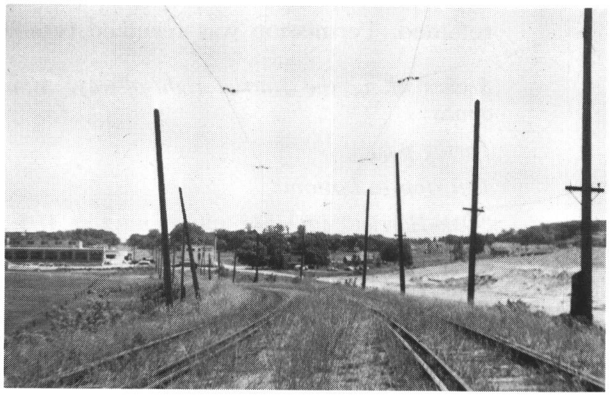












Left, top to bottom:

Looking west from France Ave., 1946, (Fred G. Howarth)

Looking west across the marshlands with Meadowbrook golf course on the right. (James Foster collection)

An eastbound car on the Hopkins viaduct. (William J. Olsen)

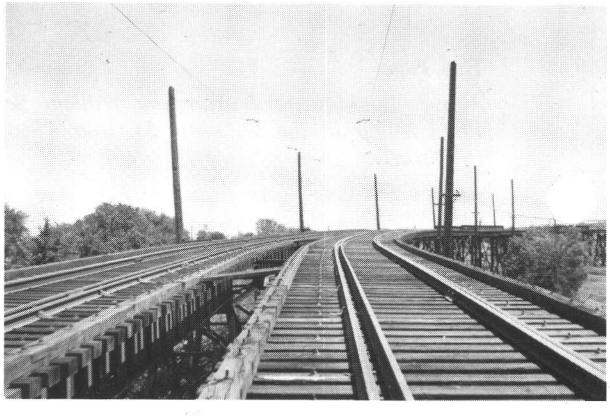
9th Ave., Hopkins, looking east toward the Hopkins viaduct, October 20, 1946. The former main line continued directly west with a crossover between the main tracks at the approximate location of the end of the double track in this photograph. (Fred G. Howarth)

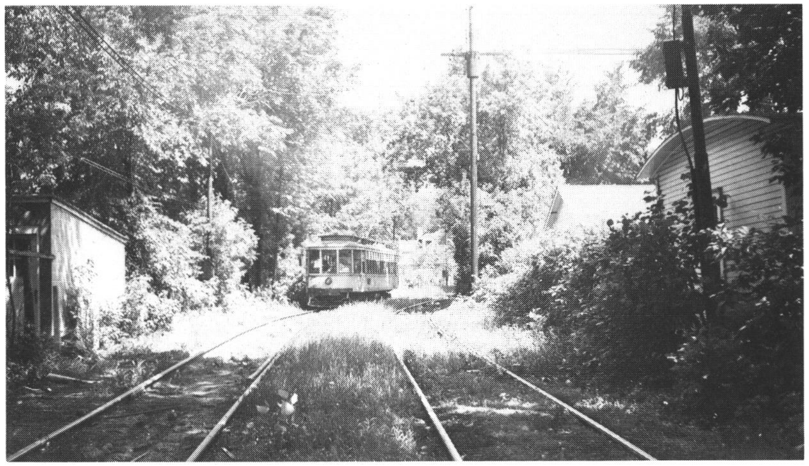
Right, top to bottom:

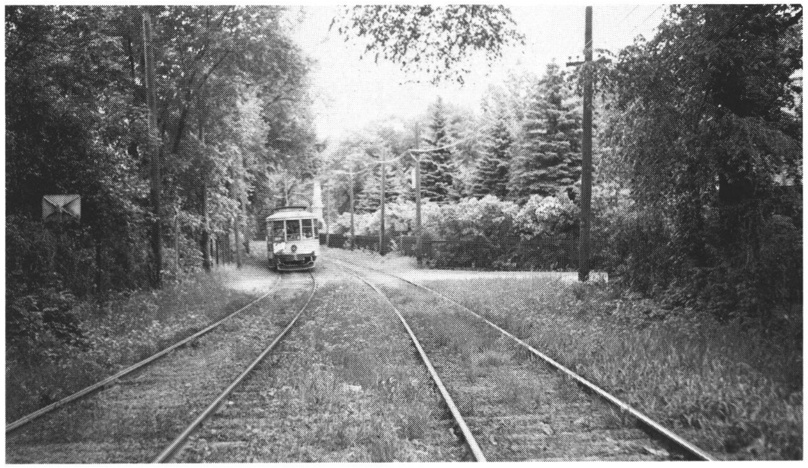
Looking west from a point near Blake station, 1951. (Russell L. Olson)

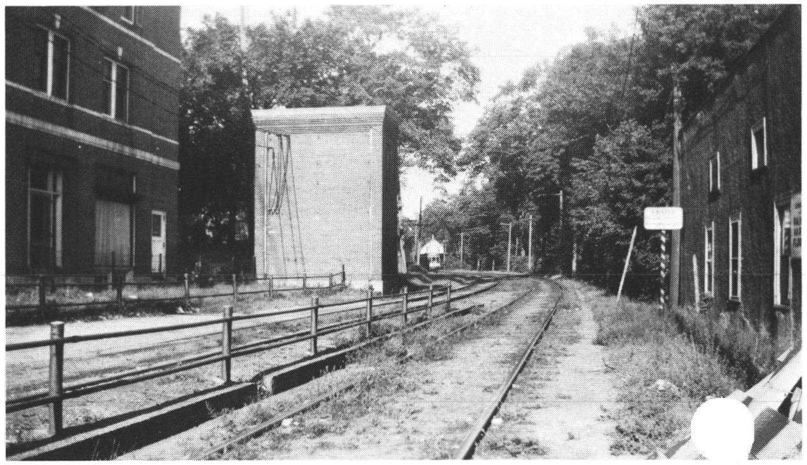
The west approach to the Hopkins viaduct, 1951, looking east toward the former Hopkins substation (the white building to the right of the tracks in the center of the photograph). (Russell L. Olson)

On the Hopkins viaduct, looking east, in 1951. (Russell L. Olson)

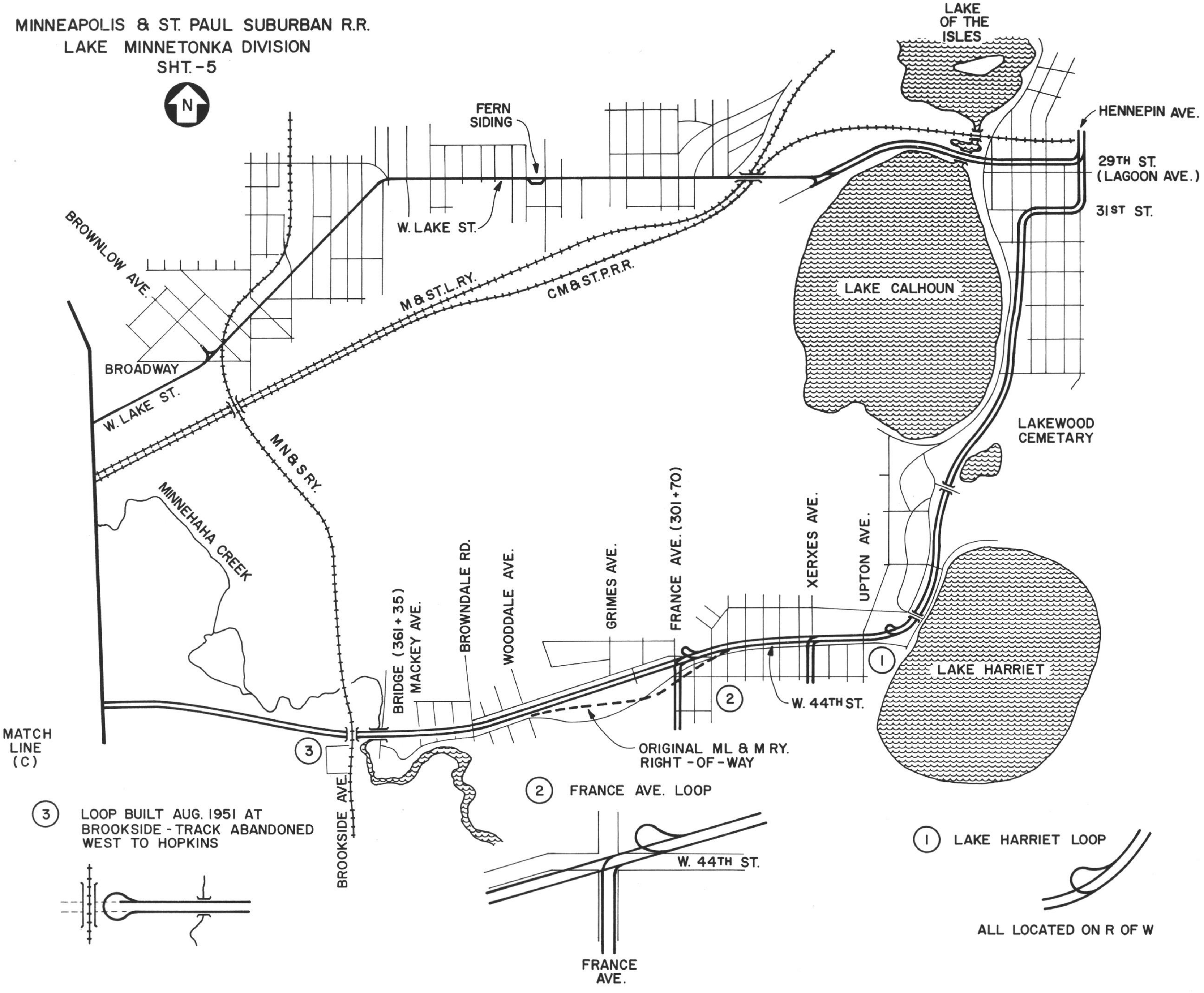








MINNEAPOLIS & ST. PAUL SUBURBAN R.R.
LAKE MINNETONKA DIVISION
SHT.-5


N
LAKE OF THE ISLES
FERN SIDING
HENNEPIN AVE.
29TH ST. (LAGOON AVE.)
31ST ST.
W. LAKE ST.
BROWNLOW AVE.
M & ST. L. RY.
CM & ST. P. R.R.
LAKE CALHOUN
BROADWAY
W. LAKE ST.
MN & S RY.
LAKEWOOD CEMETARY
MINNEHAHA CREEK
XERXES AVE.
UPTON AVE.
FRANCE AVE. (301+70)
GRIMES AVE.
WOODDALE AVE.
BROWNDALE RD.
MACKEY AVE.
BRIDGE (361+35)
1
LAKE HARRIET
2
W. 44TH ST.
MATCH LINE (C)
3
ORIGINAL ML & M RY. RIGHT-OF-WAY
BROOKSIDE AVE.
W. 44TH ST.
FRANCE AVE.

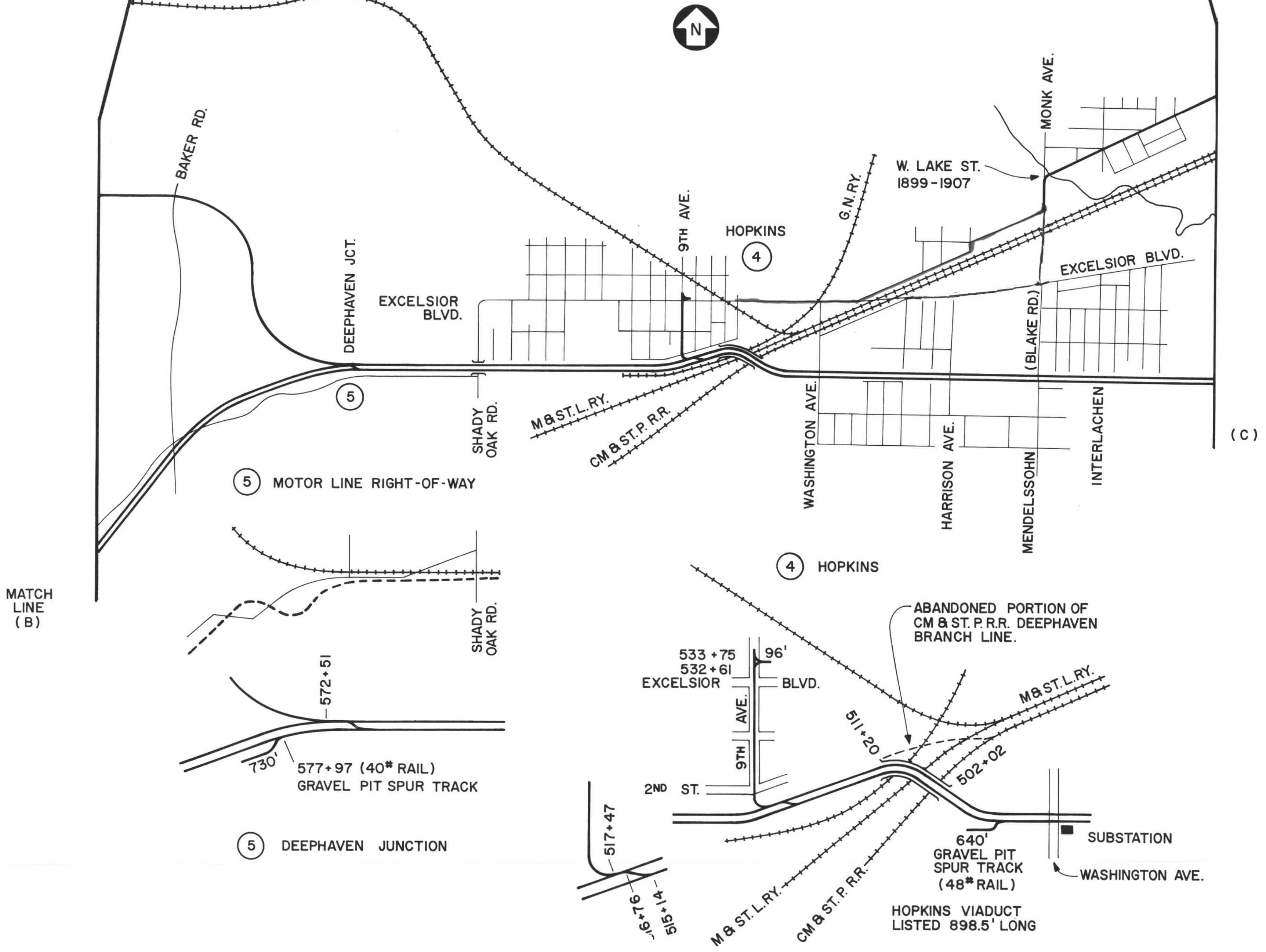
③ LOOP BUILT AUG. 1951 AT BROOKSIDE - TRACK ABANDONED WEST TO HOPKINS

② FRANCE AVE. LOOP

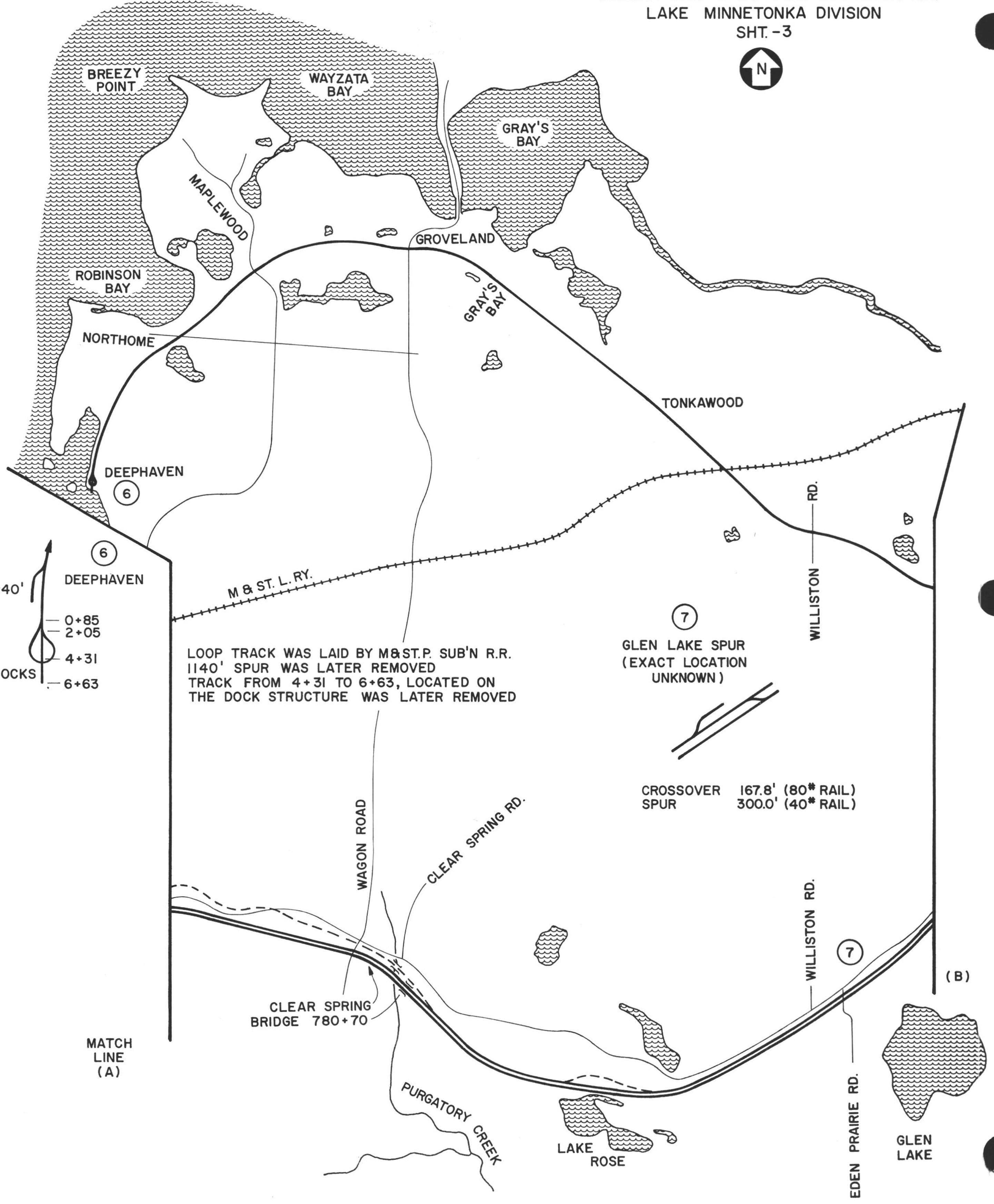
① LAKE HARRIET LOOP

ALL LOCATED ON R OF W

MINNEAPOLIS & ST. PAUL SUBURBAN R.R.
LAKE MINNETONKA DIVISION
SHT. – 4


N
BAKER RD.
DEEPHAVEN JCT.
EXCELSIOR BLVD.
SHADY OAK RD.
9TH AVE.
HOPKINS
④
G.N.RY.
W. LAKE ST. 1899-1907
MONK AVE.
EXCELSIOR BLVD.
(BLAKE RD.)
M & ST.L.RY.
CM & ST.P.R.R.
WASHINGTON AVE.
HARRISON AVE.
MENDELSSOHN
INTERLACHEN
(C)
⑤
MATCH LINE (B)
⑤ MOTOR LINE RIGHT-OF-WAY
SHADY OAK RD.
572+51
730'
577+97 (40# RAIL) GRAVEL PIT SPUR TRACK
⑤ DEEPHAVEN JUNCTION
④ HOPKINS
ABANDONED PORTION OF CM & ST.P.R.R. DEEPHAVEN BRANCH LINE.
533+75
532+61
96'
EXCELSIOR
BLVD.
9TH AVE.
2ND ST.
511+20
502+02
M & ST.L.RY.
640' GRAVEL PIT SPUR TRACK (48# RAIL)
SUBSTATION
WASHINGTON AVE.
M & ST.L.RY.
CM & ST.P.R.R.
HOPKINS VIADUCT LISTED 898.5' LONG
517+47
16+76
515+14

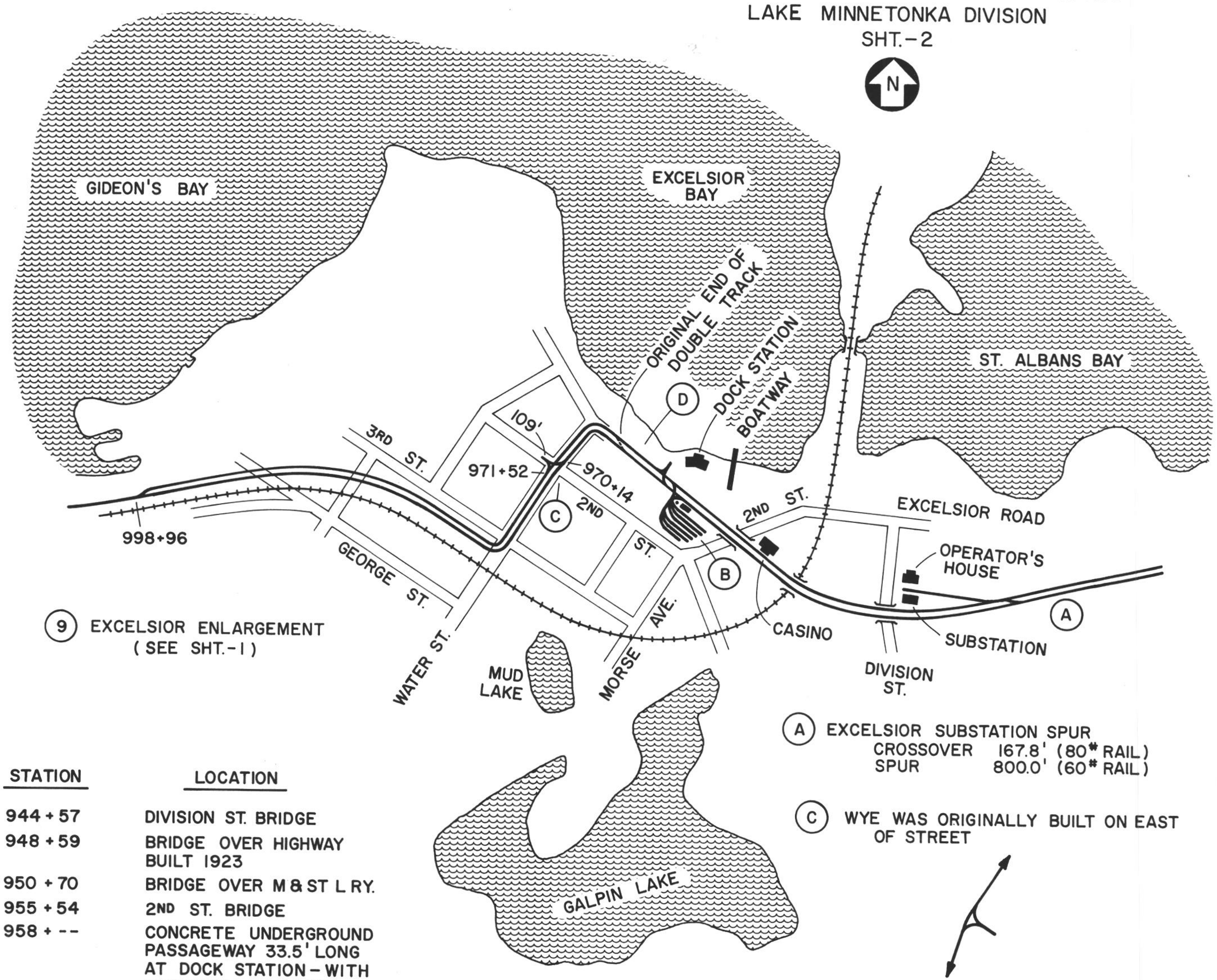
MINNEAPOLIS & ST. PAUL SUBURBAN R.R.
LAKE MINNETONKA DIVISION
SHT. -3


N
BREEZY POINT
WAYZATA BAY
GRAY'S BAY
MAPLEWOOD
GROVELAND
ROBINSON BAY
GRAY'S BAY
NORTHOME
TONKAWOOD
DEEPHAVEN
6
6
DEEPHAVEN
1140'
0+85
2+05
4+31
DOCKS
6+63
M & ST. L. RY.
RD.
WILLISTON
7
GLEN LAKE SPUR
(EXACT LOCATION UNKNOWN)
WAGON ROAD
CLEAR SPRING RD.
WILLISTON RD.
7
(B)
CLEAR SPRING
BRIDGE 780+70
MATCH LINE
(A)
PURGATORY CREEK
LAKE ROSE
EDEN PRAIRIE RD.
GLEN LAKE

LOOP TRACK WAS LAID BY M&ST.P. SUB'N R.R.
1140' SPUR WAS LATER REMOVED
TRACK FROM 4+31 TO 6+63, LOCATED ON
THE DOCK STRUCTURE WAS LATER REMOVED

CROSSOVER	167.8'	(80# RAIL)
SPUR	300.0'	(40# RAIL)

MINNEAPOLIS & ST. PAUL SUBURBAN R.R.
LAKE MINNETONKA DIVISION
SHT.-2


N
GIDEON'S BAY
EXCELSIOR BAY
ST. ALBANS BAY
ORIGINAL END OF DOUBLE TRACK
DOCK STATION
BOATWAY
Ⓓ
109'
971+52
970+14
Ⓒ
3RD ST.
2ND ST.
2ND ST.
GEORGE ST.
WATER ST.
MORSE AVE.
MUD LAKE
Ⓑ
CASINO
EXCELSIOR ROAD
OPERATOR'S HOUSE
SUBSTATION
Ⓐ
DIVISION ST.
998+96
GALPIN LAKE

⑨ EXCELSIOR ENLARGEMENT
(SEE SHT.-1)

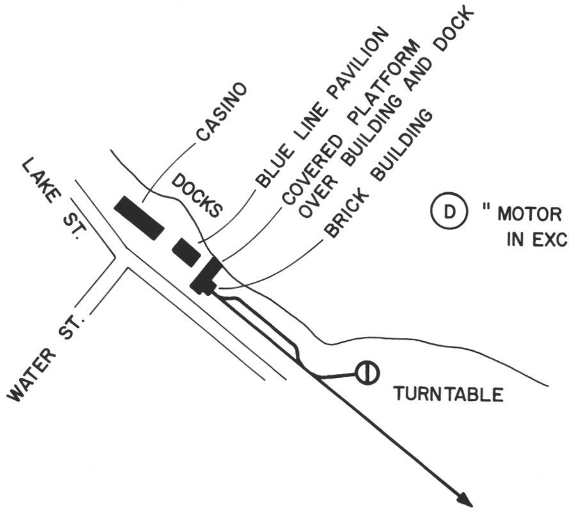
Ⓐ EXCELSIOR SUBSTATION SPUR

CROSSOVER	167.8'	(80# RAIL)
SPUR	800.0'	(60# RAIL)

Ⓒ WYE WAS ORIGINALLY BUILT ON EAST OF STREET

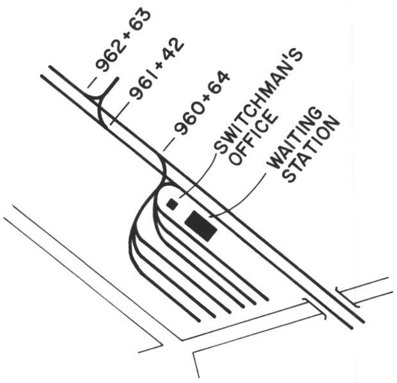
PROBABLY MOVED TO WEST SIDE OF STREET WHEN DOUBLE TRACK WAS EXTENDED

STATION	LOCATION
944 + 57	DIVISION ST. BRIDGE
948 + 59	BRIDGE OVER HIGHWAY BUILT 1923
950 + 70	BRIDGE OVER M & ST L RY.
955 + 54	2ND ST. BRIDGE
958 + --	CONCRETE UNDERGROUND PASSAGEWAY 33.5' LONG AT DOCK STATION - WITH STAIRWAY TO WAITING STATION
959 + 77 TO 977 + 71	TRACK THROUGH EXCELSIOR


CASINO
BLUE LINE PAVILION
COVERED PLATFORM OVER BUILDING AND DOCK
BRICK BUILDING
DOCKS
LAKE ST.
WATER ST.
TURNTABLE

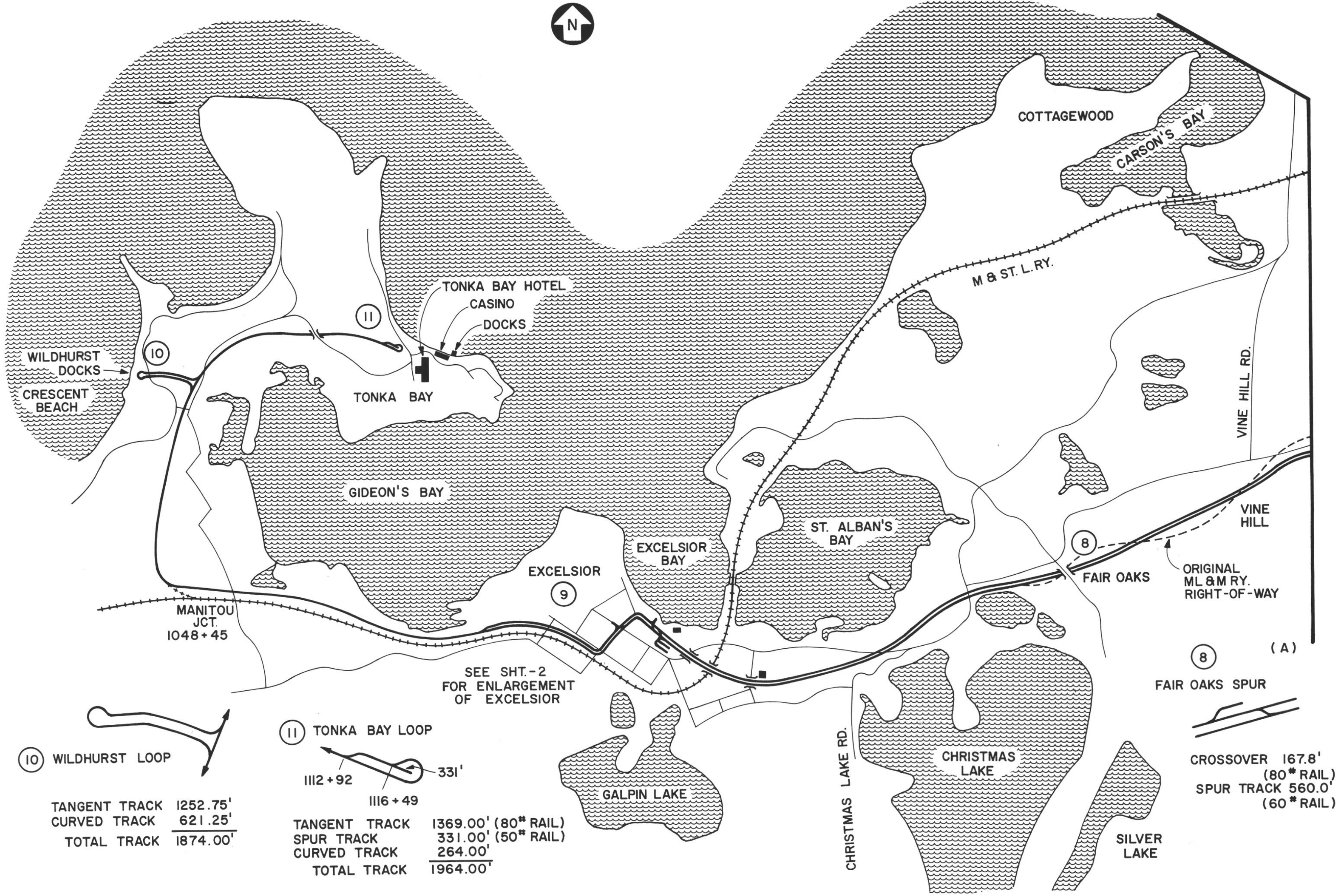
Ⓓ "MOTOR LINE" IN EXCELSIOR

Ⓑ EXCELSIOR DOCK STATION CAR STORAGE YARD


962+63
961+42
960+64
SWITCHMAN'S OFFICE
WAITING STATION

TANGENT TRACK	1372.9'	(50# RAIL)
SPECIAL TRACK	1135.9'	
TOTAL TRACK	2508.8'	

MINNEAPOLIS & ST. PAUL SUBURBAN R.R.
LAKE MINNETONKA DIVISION
SHT. - 1



N
COTTAGEWOOD
CARSON'S BAY
M & ST. L. RY.
TONKA BAY HOTEL
CASINO
DOCKS
11
10
WILDHURST DOCKS
CRESCENT BEACH
TONKA BAY
VINE HILL RD.
GIDEON'S BAY
ST. ALBAN'S BAY
EXCELSIOR BAY
EXCELSIOR
9
8
VINE HILL
FAIR OAKS
ORIGINAL ML & M RY. RIGHT-OF-WAY
MANITOU JCT. 1048 + 45
SEE SHT.-2 FOR ENLARGEMENT OF EXCELSIOR
(A)
8 FAIR OAKS SPUR
10 WILDHURST LOOP
11 TONKA BAY LOOP
1112 + 92
1116 + 49
331'
GALPIN LAKE
CHRISTMAS LAKE RD.
CHRISTMAS LAKE
SILVER LAKE

⑩ WILDHURST LOOP

TANGENT TRACK	1252.75'
CURVED TRACK	621.25'
TOTAL TRACK	1874.00'

⑪ TONKA BAY LOOP

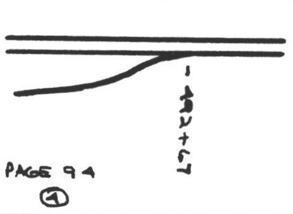
TANGENT TRACK	1369.00' (80# RAIL)
SPUR TRACK	331.00' (50# RAIL)
CURVED TRACK	264.00'
TOTAL TRACK	1964.00'

⑧ FAIR OAKS SPUR

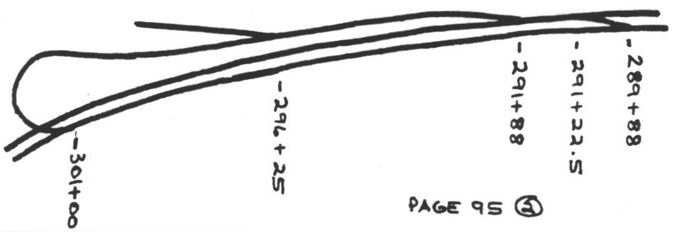
CROSSOVER	167.8' (80# RAIL)
SPUR TRACK	560.0' (60# RAIL)

LAKE MINNETONKA DIVISION TRACKAGE DETAILS - 1

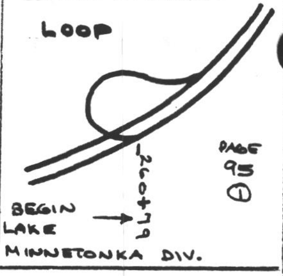
HOPKINS GRAVEL PIT SPUR


-492+67
PAGE 94 ④

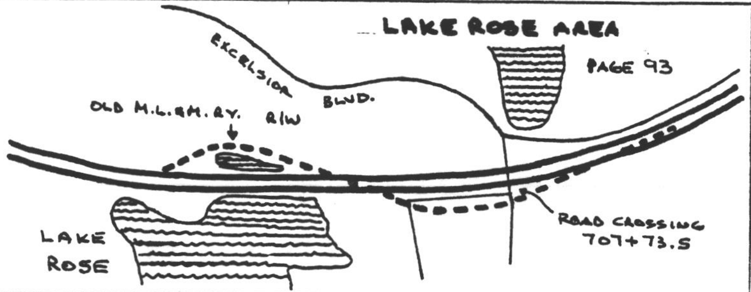
FRANCE AVE. LOOP (ORIGINAL)


-301+00
-296+25
-291+88
-291+22.5
-289+88
PAGE 95 ③

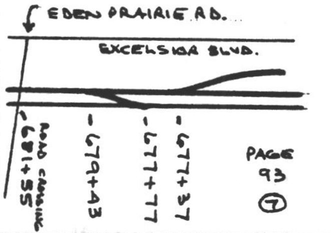
LAKE HARRIET LOOP


-260+79
PAGE 95 ①
BEGIN LAKE MINNETONKA DIV.

LAKE ROSE AREA

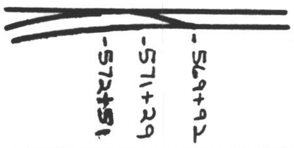

PAGE 93
EXCELSIOR BLVD.
OLD M.L.&M. RY. R/W
ROAD CROSSING 707+73.5
LAKE ROSE

GLEN LAKE SPUR


EDEN PRAIRIE RD.
EXCELSIOR BLVD.
681+55 ROAD CROSSING
-679+43
-677+77
-677+37
PAGE 93 ⑦

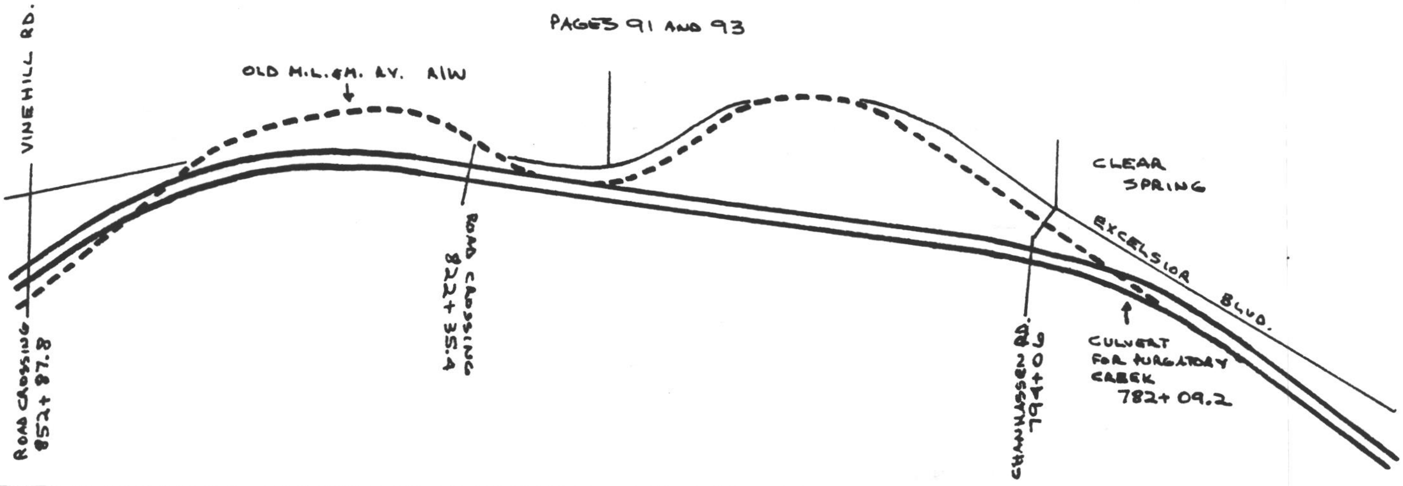
DEEPHAVEN JCT.

PAGE 94 ⑤


-572+51
-571+29
-569+92

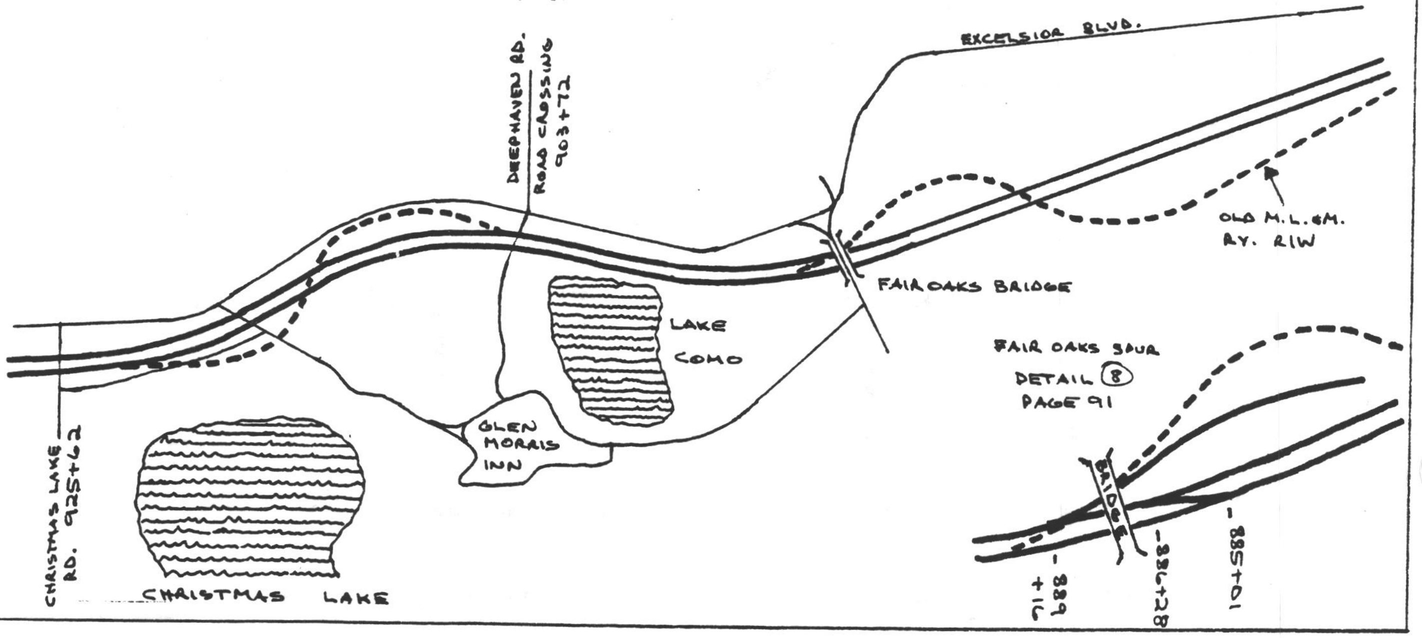
CLEAR SPRING TO VINEHILL

PAGES 91 AND 93

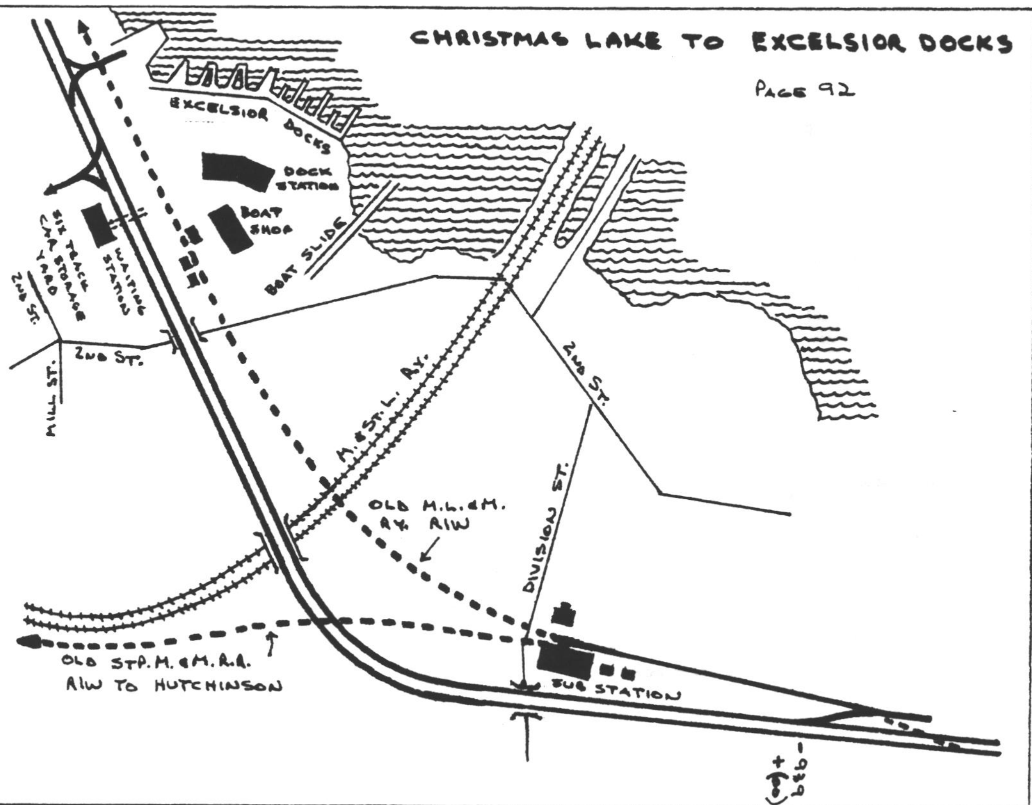

VINEHILL RD.
OLD M.L.&M. RY. R/W
ROAD CROSSING 852+87.8
ROAD CROSSING 822+35.4
CLEAR SPRING
EXCELSIOR BLVD.
CHANHASSEN RD. 794+09
CULVERT FOR PURGATORY CREEK 782+09.2

VINEHILL TO CHRISTMAS LAKE

PAGE 91


EXCELSIOR BLVD.
DEEPHAVEN RD.
ROAD CROSSING 903+72
OLD M.L.&M. RY. R/W
FAIR OAKS BRIDGE
LAKE COMO
GLEN MORRIS INN
CHRISTMAS LAKE RD. 925+62
CHRISTMAS LAKE
FAIR OAKS SPUR DETAIL ⑧ PAGE 91
BRIDGE
-889+16
-886+28
-885+01

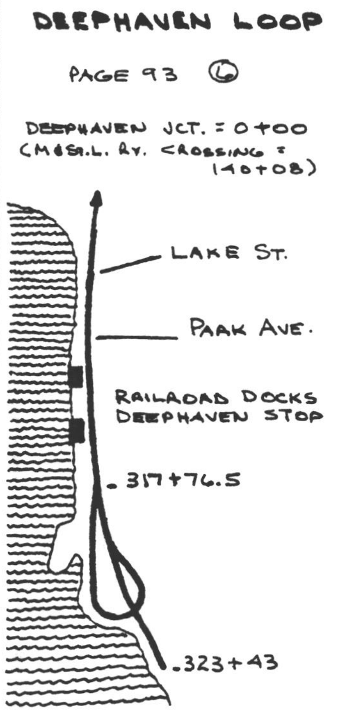
LAKE MINNETONKA DIVISION TRACKAGE DETAILS - 2



CHRISTMAS LAKE TO EXCELSIOR DOCKS

PAGE 92

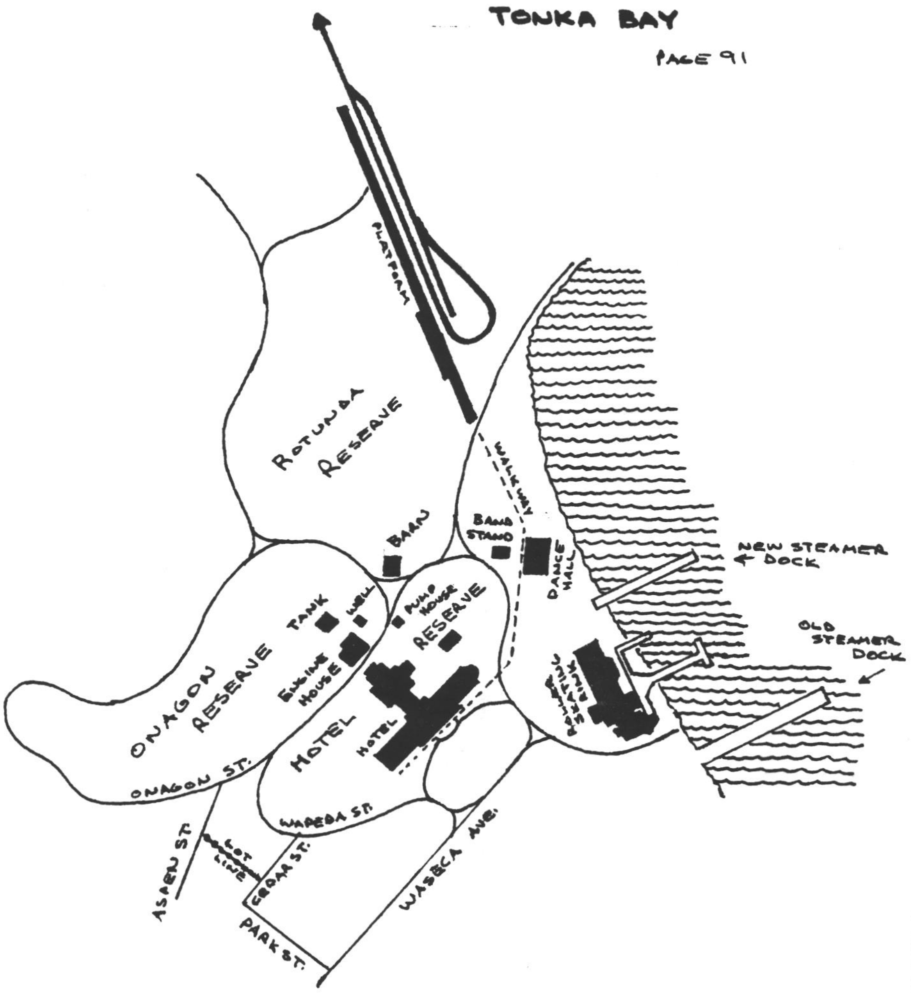
EXCELSIOR DOCKS
DOCK STATION
BOAT SHOP
BOAT SLIDE
SIX TRACK CAR STORAGE YARD
WAITING STATION
2ND ST.
2ND ST.
MILL ST.
M.&ST.L. RY.
2ND ST.
DIVISION ST.
OLD M.L.&M. RY. R/W
OLD ST.P.M.&M.R.R. R/W TO HUTCHINSON
SUB STATION
949+(00)



DEEPHAVEN LOOP

PAGE 93 ⑥

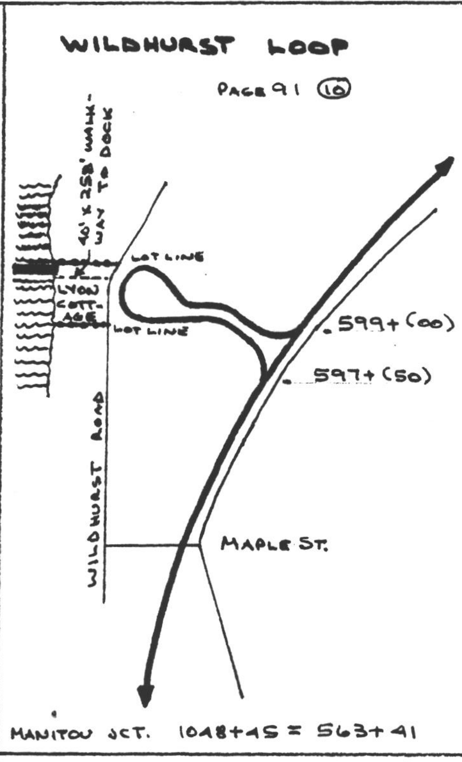
DEEPHAVEN JCT. = 0+00
(M&St.L. RY. CROSSING = 140+08)
LAKE ST.
PARK AVE.
RAILROAD DOCKS
DEEPHAVEN STOP
317+76.5
323+43



TONKA BAY

PAGE 91

PLATFORM
ROTUNDA RESERVE
WALK WAY
BAND STAND
BARN
DANCE HALL
NEW STEAMER DOCK
OLD STEAMER DOCK
TANK
WELL
PUMP HOUSE
RESERVE
ENGINE HOUSE
ONAGON RESERVE
HOTEL
HOTEL
ROLLER SKATING RINK
ONAGON ST.
WAPEDA ST.
ASPEN ST.
LOT LINE
CEDAR ST.
WASECA AVE.
PARK ST.



WILDHURST LOOP

PAGE 91 ⑩

40' x 258' WALK-WAY TO DOCK
LOT LINE
LYON COTT-AGE
LOT LINE
599+(00)
597+(50)
WILDHURST ROAD
MAPLE ST.
MANITOU JCT. 1048+45 = 563+41

LAKE MINNETONKA DIVISION
TRACK
1-1-1926

End R/W Sta.	Description	Tangent & Curved L.F.	Special L.F.	Total L.F.	Total Track Miles
	31st St. - Hennepin to R/W	1234.6		1234.6	.234
301+70	31st St. to France Ave.	26884.0		26884.0	5.092
	Harriet Loop		514.7	514.7	.097
	Siding: Xerxes to Upton	669.3	183.7	853.0	.162
	Xerxes Ave.		356.0	356.0	.067
	France Ave. Loop	78.8			
	" " "	203.7	802.1	1084.6	.205
511+19.7	France Ave. to Hopkins Viaduct	41899.4		41899.4	7.935
	Hopkins Gravel Pit Spur 48#			640.0	.121
572+50.7	Hopkins Viaduct to Deephaven Jct.	12262.0		12262.0	2.322
	Hopkins Crossover		167.8	167.8	.032
	9th Ave. - R/W to Hopkins Wye	1437.0	629.0	2066.0	.391
	Deephaven Jct. to Deephaven				6.164
	Deephaven Jct. Crossover		167.8	167.8	.032
959+76.9	Deephaven Jct. to Excelsior	77452.0		77452.0	14.669
	Deephaven Jct. Sand Pit Spur 40#			700.0	.133
	Glen Lake Crossover and Spur 40#	300.0	167.8	467.8	.089
	Fair Oaks Crossover and Spur 4"/60#	560.0	167.8	727.8	.138
	Excelsior Substation Crossover and Spur 4"/60#	800.0	167.8	967.8	.183
998+96	Excelsior - to end of double track	7372.8		7372.8	1.397
	Excelsior Docks Wye and Storage Tracks (8 turnouts) 50#	1372.9	1135.9	2508.8	.475
	Excelsior Dock Station Wye Loop	47.5	357.2	404.7	.077
	Excelsior-2nd & Water Sts. Wye	99.0	362.0	461.0	.087
1048+45	End of double track to Manitou Jct.	4949.8		4949.8	.937
1112+92	Manitou Jct. to Tonka Bay	6447.0		6447.0	1.221
	Wildhurst Loop (2 turnouts)	1847.0		1847.0	.355
	Tonka Bay Loop (2 turnouts)	1633.0			
	Tonka Bay Loop siding	331.0		1964.0	.372
	Total				42.987

BLOCK SIGNALS

Location	Between Pole Numbers	3 Light Cluster	5 Light Cluster	6 Light Cluster
9th Ave. - Hopkins		1		
Deephaven Junction		1		
Excelsior Substation	932 - 955	1		
Excelsior	956 - 961		1	1
Excelsior	962 - 967			1
End of double track		2		
Tonka Bay Loop		1		
Deephaven line	699 - 726			1
" "	727 - 755			1
" "	786 - 813			1

LAKE MINNETONKA DIVISION
1-1-1926
TROLLEY WIRE - L.F.

	1/0 Round	2/0 Fig.8	3/0 Grooved	Total
31st & Hennepin to France Ave., including the siding from Xerxes Ave. to Upton Ave.	847	27,740		28,857
Harriet Loop		1,061		1,061
France Ave. Loop		1,341		1,341
France Ave. to Hopkins Viaduct		25,420	14,900	40,320
Hopkins Gravel Pit Spur	318	1,000	400	1,718
Hopkins Viaduct to Deephaven Junction		5,246	5,900	11,146
Hopkins Crossover (includes branch off)			1,087	1,087
9th Ave. - R/W to Hopkins Wye		1,808		1,808
Deephaven Junction to Deephaven		31,749	394	
Deephaven Loop		1,140		33,283
Deephaven Junction to Manitou Junction		71,311	13,666	84,997
Deephaven Jct. Sand Pit Spur	540	200	200	940
Glen Lake Crossover and Spur	300		400	700
Fair Oaks Crossover and Spur	440	400		840
Excelsior Substation Crossover and Spur	1,310	1,560	500	3,370
Excelsior Docks Wye & Storage Tracks	1,166	1,251	234	2,651
Excelsior Dock Station Wye		264		264
Excelsior 2nd & Water Sts. Wye		984		984
Manitou Junction to Tonka Bay		12,435	700	13,135
Wildhurst Loop		1,607		1,607
Tonka Bay Loop and Siding	336	1,248		1,584
Totals	5,257	187,765	38,381	231,403
	2%	81%	17%	43.826 miles

OVERHEAD POLES

	Wood	Iron	Set-in Walk	Total	Pole Numbers
31st & Hennepin to France Ave.	255	68		323	
France Ave. to Hopkins Viaduct	428			428	302 - 511
Hopkins Viaduct to Deephaven Jct.	123		22	145	512 - 572
9th Ave. - R/W to Hopkins Wye		35		35	
Deephaven Jct. to Deephaven	611			611	575 - 892E
Deephaven Jct. to Manitou Jct.	975	32	9	1016	573 -1050
Manitou Jct. to Tonka Bay	154			154	1050A-1121A
wildhurst Loop	23	1		24	1 - 15
Totals	2569	136	31	2786	

LAKE MINNETONKA DIVISION
1-1-1926

TRANSMISSION SYSTEM

Underground A.C. Cables (Underground Conduit with 26 Manholes)
31st St. & Hennepin Ave. to Harriet Terminal House at Upton Ave.
4/0 three-conductor cable

12-A-22	11th St. Substation to Manhole 574	12,538.6 l.f.
12-A-22	Manhole 574 on R/W to Terminal House	10,930.5 l.f.
12-A-32	11th St. Substation to Girard Substation O.S.	12,603.6 l.f.
32-A-22	Girard Substation O.S. to Manhole 574	1,288.8 l.f.
32-A-22	Manhole 574 on R/W to Terminal House	11,025.0 l.f.

Underground Positive D.C. Cables
31st St. & Hennepin Ave. to France Ave.

32-3	1,000,000 c.m.	11,061.8 l.f.

Underground Positive D.C. Laterals
31st St. & Hennepin Ave. to France Ave.

32-3	500,000 c.m.	59.7 l.f.
32-3	1,000,000 c.m.	55.1 l.f.

High-Tension A.C. Overhead
#1 bare copper wire

Terminal House to France Ave.	43 wood poles	21,666 l.f.
France Ave. to Hopkins Viaduct		120,330 l.f.
Hopkins Viaduct to Excelsior Substation		259,008 l.f.

Overhead D.C. Feeder Cables	31st&Henn/. France Ave.	France Ave./ Hopkins Via.	Hopkins Via./ Manitou Jct.	Manitou Jct/ Tonka Bay	DeephavenJct/ Deephaven
300,000 c.m. T.B.W.P.	2,976 l.f.				
350,000 c.m. T.B.W.P.	7,409 l.f.				
450,000 c.m. T.B.W.P.	136 l.f.				
500,000 c.m. T.B.W.P.	398 l.f.	2,644 l.f.	81,488 l.f.		
500,000 c.m. bare	7,082 l.f.	18,510 l.f.	20,610 l.f.	6,666 l.f.	30,732 l.f.
1/0 solid T.B.W.P.	1,787 l.f.	1,922 l.f.	870 l.f.		
1,000,000 c.m. T.B.W.P.		24 l.f.			

Telephone System					
Underground Cable					
25 pair #19 lead cable	14,479.3 l.f.				
Overhead Cable					
#10 copper wire	7,234 l.f.	208,600 l.f.	300,860 l.f.	16,074 l.f.	61,800 l.f.
#10 galv.iron wire	28,936 l.f.		860 l.f.		
7 strand. galv. iron wire	10,324 l.f.				
12 pair copper okonite cable	10,324 l.f.				

LAKE MINNETONKA DIVISION
1-1-1926

BRIDGES

171+43	R/W Fence began.
182+74/185+56	Retaining Wall near 31st & Irving.
200+18/200+78	36th St. Bridge (built 1890).
215+89	Center of Calhoun Outlet culvert.
	Lake Harriet Subway; concrete retaining walls, steps and subway under tracks.
242+01	South end of iron picket fence at 42nd St.
	1000 ft. west of France Ave.: slope wall 162' x 2½' x 65'.
347+61	Browndale: reinforced concrete cattle pass 5' x 7' x 39.8' built 1905.
361+35	Minnehaha Creek: three spans, 74', built 1905.
502+01.7 511+19.7	Hopkins Viaduct 898.5'. First viaduct built 1905; steel work by Minneapolis Steel & Machinery Co. Second viaduct built 1906; steel work by A. Y. Boyne & Co.
559+31.8	Shady Oak Lake Road: 30' abutments, 32'2" girders, built 1912 replacing a wooden structure.
780+70	Bridge: 24' abutments, 28' girders, built 1923 replacing a wooden trestle.
782+09	Purgatory Creek: concrete culvert 9.8' x 7.0' x 154' built 1906.
944+57	Division St.: steel bridge, 26' span, built 1906.
948+59	Highway 12: plate girder bridge, 30' abutments, built 1923.
950+70	M&StL Ry.: plate girder bridge, 87'6" long, built 1906.
955+54	2nd St., Excelsior: steel bridge, 32', built 1906.
958+00	Excelsior Dock Station: concrete undergrade passageway, 14' wide, 33.5' long, 30' wings, 1.7' wall; stairs leading to Waiting Station are 10.3' wide.

OVERHEAD BRIDGES

367+77	Brookside: highway bridge built 1915. Six spans, 174'.
609+00	Excelsior Blvd.: 129.21' long, 40' roadway, built 1917.
681+00	Glen Lake: 124' 3¼" long, 21' roadway, 3' 6" sidewalk; stairways at each end on east side lead from sidewalk on bridge to loading platforms below. Built 1923.
887+65	Fair Oaks: four spans, 127.36' total length, 18' roadway; built 1916.
986+52	Cortland St., Excelsior: spans M&StL Ry. and our tracks. Our portion is four span timber, 33' wide, 62.32' long, built 1922.

In Village of Tonka Bay: three spans, 98.75' total length, 18' roadway, built 1917.

869+18.5	Northome, Deephaven line: 88.03' long, 18' roadway, built 1917.

ERJ 5-20-1916
Twin City Rapid Transit Co.
Minneapolis, Minn.

This company will replace its wooden bridges over the tracks at Deephaven, Tonka avenue, and Fair Oaks with bridges of steel and concrete.

Office Depot

LAKE MINNETONKA DIVISION
1-1-1926

BUILDINGS

Lake Harriet Loop:
Comfort Station, Tool House, Portable Blacksmith Shop 10' x 10'; all frame construction.

R/W at Upton Ave.:
Harriet Terminal House, one-story brick and concrete.

R/W between Chowen and Drew Avenues:
Concrete Post Factory, consisting of Shed, Tool House, and Comfort Station; all frame construction.

France Ave. Loop:
Cable House, Yard Office, Comfort Station; all frame construction.

3rd Ave. (Central Ave.), Hopkins:
Substation: 40' x 72', one-story and basement, brick. 2" 96 ft. well for water.
At the rear of the building: Machine and Blacksmith Shop 18' x 20'6" frame, Store Room 24' x 14' frame, Storage Shed 5' x 10' frame, Comfort Station 4'8" x 6'6" frame, Gasoline Storage Shed 5' x 9'3". (These frame structures were used by the Track Dept.. Four track gangs operated out of here using one gasoline section car, one hand car, four push cars, one scraper box, plus roadway machinery, tools and supplies.)

Division St., Excelsior:
Substation: 40' x 72', one-story and basement, brick. 4½" 235' deep well.
At the rear of the building: Track Dept. Storage Shed 14'6" x 20' frame, Line Dept. Storage Shed 8' x 16'6" frame, and Comfort Station 3' x 3' x 6'(high) frame.
Operator's Cottage 24' x 30' 1½-story frame with 12' x 12' concrete block basement. Chicken House 8' x 10' x 6' (high) frame, Coal Shed 10' x 13' x 7' (high) frame, and Comfort Station 4' x 5' x 8' (high) frame.

At rear of Excelsior Waiting Station Shelter: Tool Shed 8' x 10'6".

Tonka Bay Loop:
Comfort Station 5' x 5' x 8' (high) frame. Latticed Fence enclosure.

Williston Park, M&StL Ry. crossing, Deephaven line:
Towerman's Residence 19'6" x 24'4" 1½-story frame with 8' x 19'6" enclosed sun porch and 8' x 12' stone basement. Outhouse 4'6" x 5'6" x 8' (high) frame. Coal and Oil Storage Shed 8' x 16' x 7'6" (high) frame.

Deephaven Dock Station, Deephaven line:
Comfort Station 5'6" x 5'6" x 9' (high) frame.

WAITING STATIONS

Location		Size	Matl	Pltfm	Signs	Notes
	42nd St.					Waiting Platform and Canopy Shelter.
	Grimes			C&G	1	
	Wooddale			C&G	1	
367+77	Brookside	10 x 14	F	C&G	1	
	Meadow Brook	8 x 10	F	C&G	2	
	Interlachen	8 x 10	CM	C&G	1	
	Blake	12 x 28	CM	C&G	1	Iron Fence 81'4" x 6' high.
	Harrison Ave.	6 x 10	F	C&G		Semi-open: closed ends.
	3rd Ave.	8 x 10	CM	C&G	1	(Renamed Central Ave.)
	9th Ave.	8 x 10	F	C&G	1	
572+51	Deephaven Jct.	8 x 10	CM	C&G	1	
639+09	Mayview	8 x 10	CM	C&G	1	

681+00	Glen Lake	10 x 14	F	C&G	1	
793+76	Clear Spring	10 x 14	F	C&G	2	
	Vine Hill	7 x 12	F	C&G	1	
	Fair Oaks	8 x 10	CM	C&G	2	
	Christmas Lake	7 x 12	F	C&G	1	
944+57	Division St.			C&G		100-picket fence; concrete approach steps with pipe hand-rails.

Excelsior Waiting Station: 40' x 105' frame with stucco walls. Semi-open. Posts on concrete pillars;crushed stone floor. Dispatcher's Office 13' x 13' x 9' (high) in one end; two sides and roof (enclosed toilet with flush tank).

	George St.	8 x 10	F	C&G		
	Manitou	8 x 10	CM	C&G	1	
	Crescent Beach	8½ x 16½	F	C&G	2	Standard open type.
	Wildhurst Loop	8½ x 16½		C&G	1	Semi-open type. Stucco walls. Toilet Room enclosed within station.
	Tonka Bay Loop	8½ x 24	F	C&G	1	Open type.
Deephaven Line						
	Minnetonka Mills	8 x 10	CM	C&G	1	
	Williston	8 x 10	CM	C&G	1	
	Tonkawood	8 x 10	CM	?	1	
769+00	Gray's Bay	8 x 10	F	?	1	
	Groveland	8 x 30	CM		1	Crushed Rock platform.
	Maplewood	8'9"x 24	F		1	Concrete Slab 27' x 35' for station and platform. Station had 4" concrete partition walls with plaster finish.
869+18.5	Northome	11 x 35	F	?	1	Partition walls 16' x 7'6" high and 9' x 7'6" high. Bench-type seats.
	Deephaven Dock	16 x 25	F		1	Located on dock sub-structure. Center partition 16' x 8' high with 10' x 7' ends.

Key to abbreviations:
Material F = Frame CM = Corrugated Metal
Platform C&G = Cinders & Gravel

TOOL BOX LOCATIONS

Lake Harriet Loop	1
R/W at Xerxes Ave.	1
France Ave. Loop	1
9th Ave.-Hopkins	1

LAKE MINNETONKA DIVISION
1-1-1926

ROAD CROSSING SIGNALS AND SIGNS

Adams & Westlake "Adlake" oil-burning signals were installed 1922-23 and 1925.

	Wooddale	3
347+61	Browndale	2
	Blake	2
	Harrison Ave.	2
	3rd Ave.	2
	Clear Spring	2
844+96		2
	Vine Hill	2
	Christmas Lake	2
	George St.	3
	Manitou	2
1059+00		2
1089+00		2
Deephaven Line		
	Williston	2
	Tonkawood	2
	Groveland	2
	Maplewood	2
855+00		2
869+18.5	Northome	2

Crossing Signs

301+70	France Ave.	1
	Curve Ave.	1
	Grimes	1
	3rd Ave.	1
	9th Ave.	1
	11th Ave.	1
639+09	Mayview	2
665+64	plank farm road	1
699+50	road	1
707+73	road	2
757+12	road	1
767+18	road	1
	Crescent Beach	1
614+50	W. Lake St.	2
	Minnetonka Mills	1
745+00		2
769+00	Gray's Bay	1
845+00		1
878+50		1

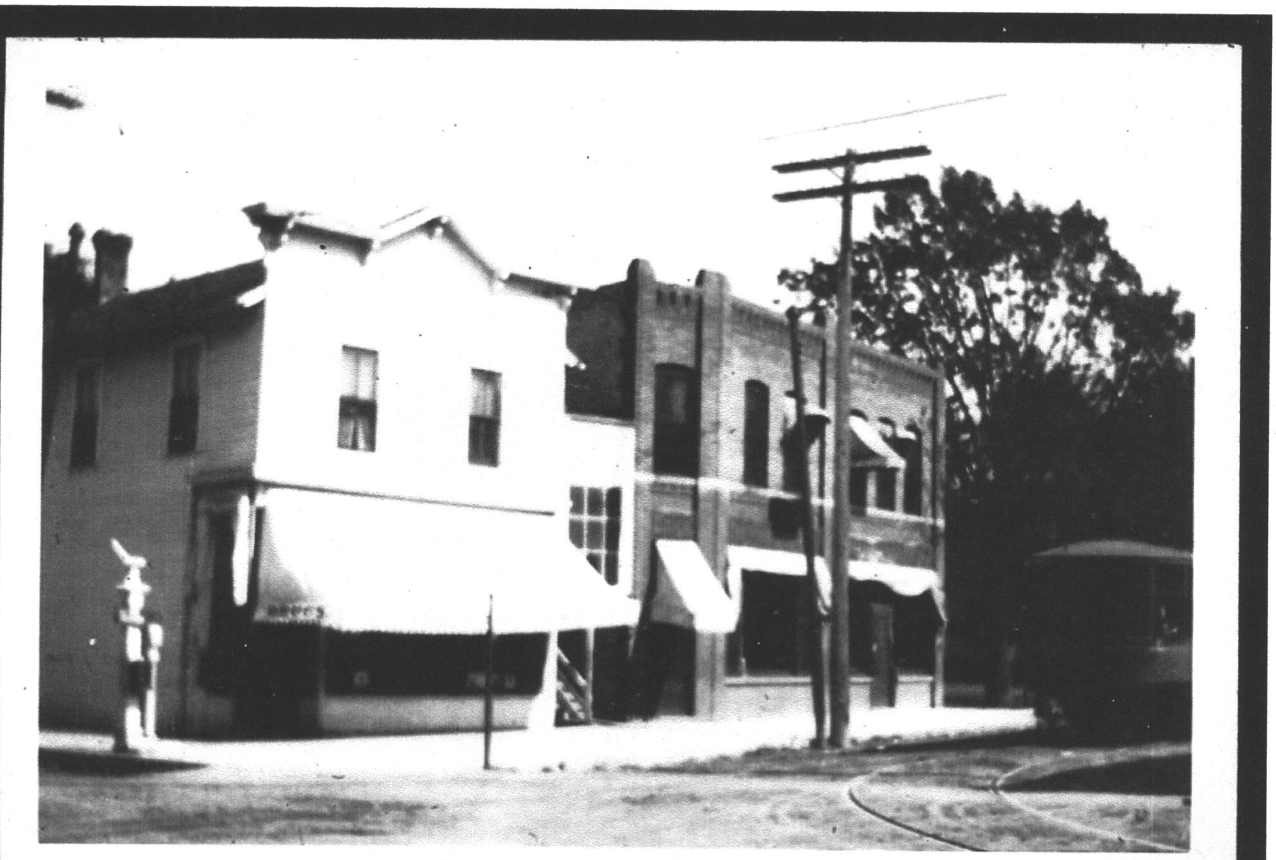
WHISTLE POST LOCATIONS

France Ave. to 3rd Ave./Central Ave., Hopkins	15
3rd Ave., Hopkins to Deephaven Junction	4
Deephaven Jct. to Manitou Jct.	24
1059+00	1
Crescent Beach	1
1089+00	1
Deephaven Line	19

TELEPHONE LOCATIONS

	42nd St.	1 wood box, 1 wall set.
	Lake Harriet Loop	1 Booth, 1 wall set.
	Harriet Terminal House	1 wall set.
301+70	France Ave.	1 Booth, 1 wall set.
	3rd Ave., Hopkins, Substation	1 desk set.
572+50.7	Deephaven Jct.	1 Booth, 1 wall set.
	Glen Lake Spur	1 Booth, 1 wall set.
876+41/887+00	Fair Oaks Gravel Pit	1 Booth, 1 wall set.
958+00	Excelsior Dock Station	6 desk sets + 3 head sets for dispatchers.
	Excelsior Waiting Station	1 Booth, 1 wall set.

2nd & Water St. wye, Excelsior	1 Booth, 1 wall set.
End of double track, Excelsior	2 Booths, 2 wall sets.
Wildhurst Loop	1 Booth, 1 wall set.
Tonka Bay Loop	1 Booth, 1 wall set.
Deephaven Dock Station	1 Booth, 1 wall set.



WB ON WATER ST. @ 2ND ST. WYE (EAST SIDE)

LAKE MINNETONKA DIVISION
TRACK DETAILS 1-1-26

Harriet Right-of-Way

31st St.: Hennepin Ave. to beginning of open track		1234.6 LF
31st St.: open track dirt paving	1374.0 LF	
Right-of-Way: 31st St. to France Ave.	25510.0 LF	
		26884.0 LF
Total		28118.6 LF
		==========

Hopkins Local Line

	Tangent Track	Special Track
9th Ave.: R/W to wye	1249.0 LF	
End of wye	188.0 LF	
Branch-off @ 9th Ave. and R/W		292.7 LF
Wye		336.3 LF
Total	1437.0 LF	629.0 LF
	=========	=========

Through Excelsior
959+76.9 to 998+95.6

Lake St.: Docks to Water St.	983.0 LF
Lake St. and Water St. curve	309.9 LF
Water St.: Lake St. to 3rd St.	1438.8 LF
Water St. and 3rd St. curve	391.9 LF
	3123.6 LF
R/W: Water St. to end of double track	4249.2 LF
Total	7372.8 LF
	=========

Deephaven Line

The Drum & Co. valuation lists total track 6.164 miles. No details other than the Deephaven Terminal Loop:

Tangent Track		577 LF
Special Track		2 Turnout Ends
Special Track (crossing?)	6" 97# girder rail	218 LF
Special Track	5" 80# curved T rail	226 LF

(Track Labor listed for 799 single track feet.)

R/W Map shows: P.S. of the loop 317+76.5 = 6.018 miles
End of Line 323+43.0 = 6.125 miles

The difference should be the curved loop track: .039 miles or 206 LF. This is probably the 226 LF minus duplications caused by the crossing and two turnout ends.

DEEPHAVEN LINE
C.M.&StP. Ry.

1888: the branch line curved around north of Shaver's Lake and then ran south along Bay St.Louis and Carson's Bay almost to the M.&StL. Ry. line. (Refer to the old maps.) This probably explains the reported 7.84 miles of track reported on the Minn. Railroad & Warehouse Comm. 6-30-1900 detailed report and also when abandoned in 1932.

Photos indicate a what must have been a run-around track at Deephaven, probably the track adjacent to the lake shore, as the track adjacent to the depot platform would facilitate transfer of passengers and baggage between train and hotel. The depot for the St.Louis Hotel passengers was located on top of the embankment. The buildings on the dock structure were apparently for the transfer of passengers (north) and freight (south) to and from the lake steamboats.

The Hotel St.Louis ceased operation "about 1903". The C.M.&StP. Ry. discontinued operation of the branch line in late 1904 and the track physically disconnected from the main line track. M.&StP. Suburban Ry. leased the line 10-19-1905. Electric operation began 6-10-1906.

6-1-1906 newspaper article: streetcars were to come soon on a branch line to Deephaven. Citizens of Deephaven engaged a lawyer to restrain TCRT from crossing any streets within the village limits. Secondly a majority voted not to let the streetcar line extend as far as the railroad had along the shore line. (TCRT cars eventually ran only to "Deephaven Park".)

> 4-14-1939: The railroad depot at the top of the embankment had been moved "uphill to its present site in 1906 by a former owner." The new owners were Mr. & Mrs. George L. Peterson. The ticket office was now the dining room and the cupola on the roof remained intact.

The photo at the bottom of page 20 from the MTM "Minnegazette" dates to the first electric operation in 1906-1907 and indicates that the run-around track was being used as the main track. This makes sense as the hotel had closed and streetcar/steamboat connections were of more importance. The hotel was demolished in 1907 and in November 1907 the spur track to the docks off the loop was constructed. Apparently some other trackwork also took place at this time. Based on other maps it appears that the steam road main track now became the electric main track with the south switch of the run-around track removed, retaining 1140 ft. of the run-around track for car storage. At a later date this storage track was also removed.

LAKE MINNETONKA DIVISION
November 1909

From Hennepin Ave. and 31st St., Minneapolis, to:

France Ave.	2.550 miles		
Browndale	3.330 miles		
Brookside	3.788 miles		
Mendelssohn	5.375 miles		
Hopkins	6.635 miles		
Deephaven Junction	7.742 miles		
Excelsior	15.039 miles	Deephaven	13.842 miles

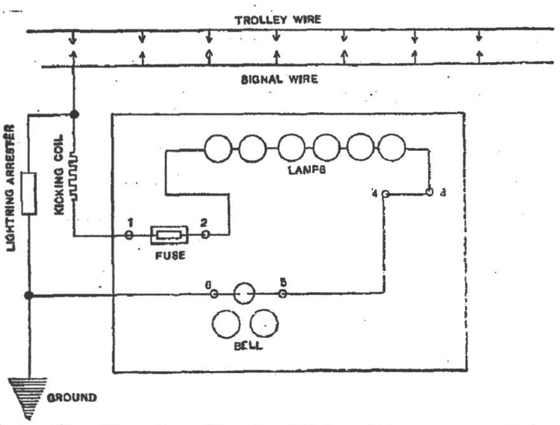
Passenger Stations

Linden Hills 1900-1912: located on Lot 18, Block 1, Remington Park. Became a boat house on west shore of Lake Harriet. The "chalet" style station was built in 1911 or 1912.

Mackey (between Wooddale and Brookside): cinder and gravel platform.

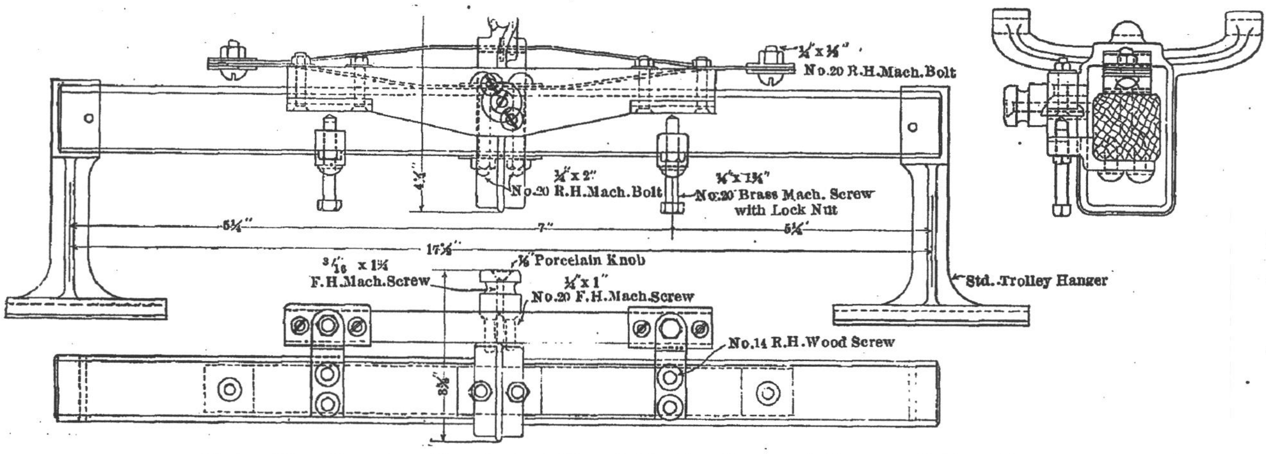
CROSSING SIGNAL OF THE TWIN CITY RAPID TRANSIT COMPANY

The engineering department of the Twin City Rapid Transit Company has designed and erected a new type of crossing signal which is giving excellent service. The signaling is done by means of a Schwarze 10-in. gong and six 10-cp lamps mounted on a pole at the intersection of the highway and railway line. Accompanying engravings show the wiring diagram of the signal circuits and other details of construction, including the design of a contact-making trolley hanger, which serves to feed current to the signals direct from the trolley wire.


TROLLEY WIRE
SIGNAL WIRE
LIGHTNING ARRESTER
KICKING COIL
LAMPS
1
2
FUSE
4
3
6
5
BELL
GROUND

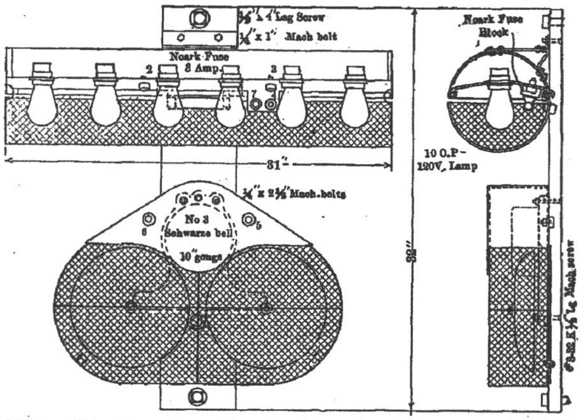
Twin City Crossing Signal—Wiring Diagram of Circuits

Reference to the wiring diagram will show that the lamps, of which there are six in series, and the bell are connected in series with a signal wire which parallels the trolley wire. This so-called "signal" wire is a single iron wire carried on the trolley poles for about 1300 ft. approaching a crossing. So far the signal has been erected only on double-track lines and its operation is comparatively simple, as contacts need be made only as the cars are approaching the intersection between the highway and the track.


¼"x⅜"
No.20 R.H.Mach.Bolt
¼"x2"
No.20 R.H.Mach.Bolt
¼"x1⅜"
No.20 Brass Mach. Screw with Lock Nut
4½"
5¼"
7"
5¼"
17½"
3/16" x 1¼ F.H.Mach.Screw
⅜" Porcelain Knob
¼"x1" No.20 F.H.Mach.Screw
Std. Trolley Hanger
No.14 R.H.Wood Screw
3⅜"

Twin City Crossing Signal—Details of Trolley-Operated Contact-Making Hangers

The contacts, which permit current to flow from the trolley wire to the signal wire and thus serve to light the lamps and ring the bell while a car is approaching a crossing, are made in the form of signal trolley hangers. The hanger, as will be noted by reference to an illustration, comprises an 18-in. stick of maple 1⅜ in. square in section thoroughly boiled in paraffin. Trolley ears are fastened to the ends of this stick. The wood supporting the trolley ears is hung from the span wire by means of two phosphor bronze springs which are assembled under tension and which, when a trolley wire is lifted by the passing under of a trolley pole and wheel, permit of contact points fastened on the hanger stick to rise and make connection with brass contact plates connected with the trolley hangers. The contact points are connected with the signal wire earlier described as extending along the pole line approaching the crossing at which the bell is located. These signal hangers are used to support the trolley at each span of this approach. Their springs are so adjusted that when a car is between two spans both adjacent hangers make contact and therefore there is no actual break in the current fed through the hangers to the signal wire from the time a car passes onto the first signal span until it passes the crossing. The process of making connections is simply a transfer of contacts from one signal hanger to the other with the arcing taking place only at the last hanger, that located nearest the signal bell.


⅜"x4" Lag Screw
¼"x1" Mach bolt
Noark Fuse 8 Amp.
2
3
7
Noark Fuse Block
81"
10 C.P.-120V. Lamp
¼"x2½" Mach.bolts
No 3 Schwarze bell
10" gongs
6
5
32"
#8-32 R.H.½ Mach.screw

Twin City Crossing Signal—Details of Lamps and Bell Arrangement

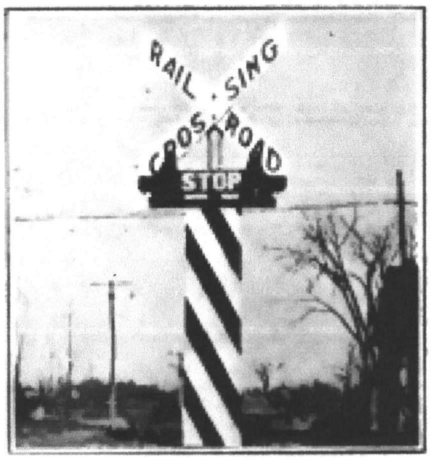
Such a simple arrangement for feeding current to a crossing bell has an advantage over some other types of crossing signals in that no matter how many cars may approach the crossing the bell will continue ringing as long as there is one car under the trolley wire supported by the signal hangers.

The lamps at the top of the signal post are enclosed, as shown in the engraving, in a sheet-steel hood bolted to the post. The lamps and gong are connected in series so that not only the attention of a highway traveler may be attracted, but so the motorman on an approaching car may know that the gong is ringing if he sees the lights burning.

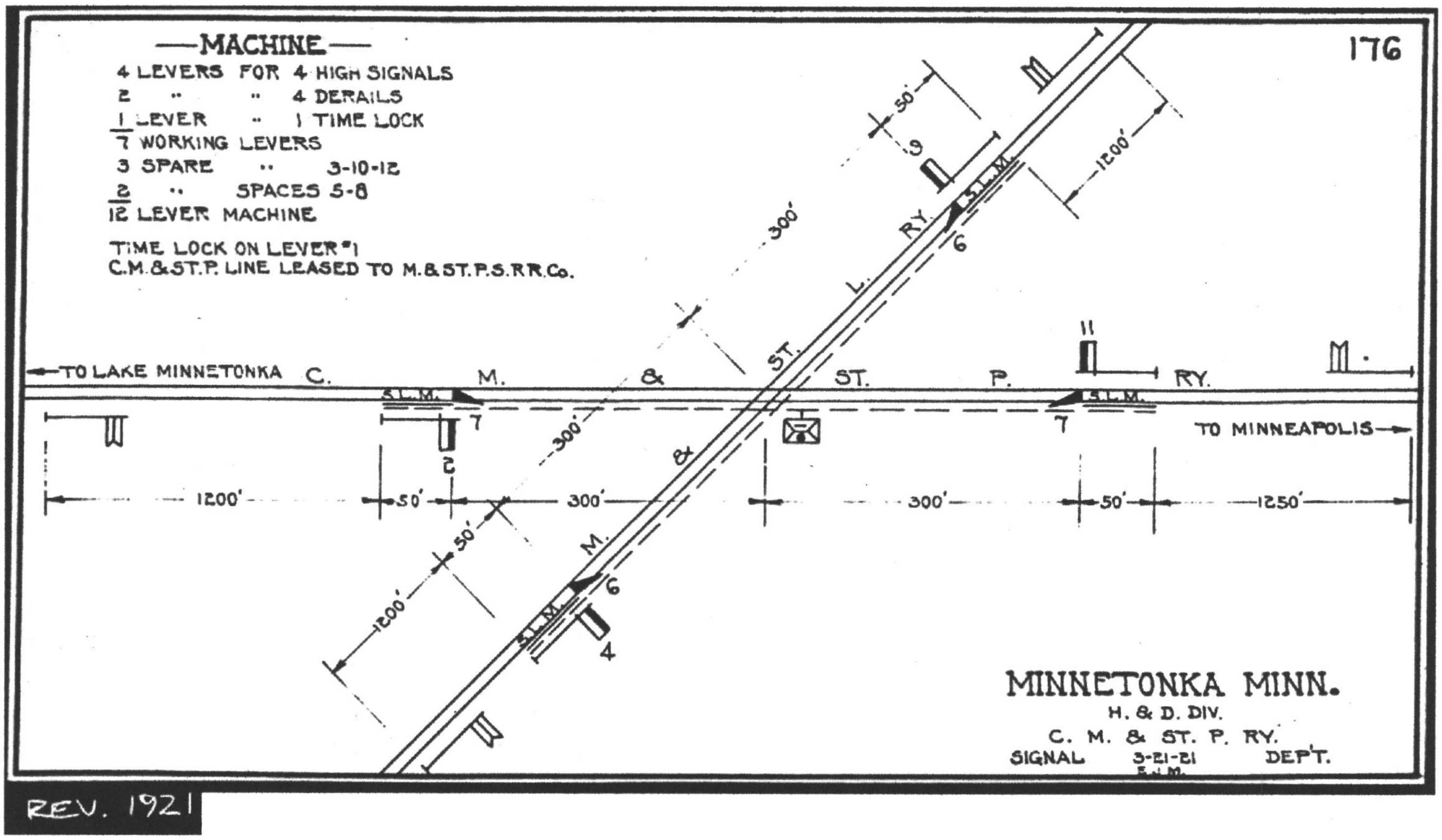
ERJ 2-24-1923

New Crossing Signs

HIGHWAY crossings on the right-of-way of the suburban lines of the Twin City Rapid Transit Company, Minneapolis, Minn., are being marked with a new type of signal. This is an Adams & Westlake design and burns Standard Oil Company's "Fortnight," oil, which enables the lamp to burn thirty days without attention. The railway company's standard railroad crossing sign is mounted at the top of a 10-ft. post set in concrete. Beneath is the illuminated signal, which has two lamps 24 in. apart. The light shines through red projecting lenses and also is reflected by mirrors through ground glass "Stop" signs. This signal is reinforced by two approach signs located some distance from the crossing and reading "Danger, Railroad Crossing 400 ft."



Railroad Crossing Stop Sign


176
TO LAKE MINNETONKA
C. M. & ST. P. RY.
TO MINNEAPOLIS
M. & ST. L. RY.
S.L.M.
2
4
6
7
9
11
1200'
50'
300'
1250'

MACHINE

4 LEVERS FOR 4 HIGH SIGNALS
2 " 4 DERAILS
1 LEVER " 1 TIME LOCK
7 WORKING LEVERS
3 SPARE " 3-10-12
2 " SPACES 5-8
12 LEVER MACHINE

TIME LOCK ON LEVER #1
C.M.&ST.P. LINE LEASED TO M.&ST.P.S.RR.Co.

MINNETONKA MINN.
H. & D. DIV.
C. M. & ST. P. RY.
SIGNAL 3-21-21 DEP'T.
E.J.M.

REV. 1921

176-A

MINNETONKA MINN.

C.M.&ST.P.RY. CROSSING M.&ST.L.RY.
C.M.&ST.P. LEASED TO M.&ST.P.S.RR.Co.

DATE OF CONTRACT
AUG. 15, 1887
OCT. 19, 1905

DATE PLANT PUT IN SERVICE
AUG.-13-1892

DATE OF STATE COM. PERMIT

PLANT BUILT BY
C.M.&ST.P.

AGREEMENT BY CONTRACT

INSTALLATION	C.M.&ST.P.	100%
	M.&ST.L.	0%
	M.&ST.P.S.	0%
OWNERSHIP	C.M.&ST.P.	100%
	M.&ST.L.	0%
	M.&ST.P.S	0%
MAINTENANCE	C.M.&ST.P.	0%
	M.&ST.L.	0%
	M.&ST.P.S.	100%
OPERATION	C.M.&ST.P.	0
	M.&ST.L.	0
	M.&ST.P.S.	100%
REPAIRING	M.&ST.P.S.	

3-22-21 E.J.M.

REV. 1921

Minneapolis Tribune (1867-1908); May 4, 1900;
ProQuest Historical Newspapers Minneapolis Tribune (1867-192
pg. 5

CHANGES AT THE LAKE

Many Notable Improvements Being Made at Harriet to Meet the Needs and Desires of the People.

The Twin City Rapid Transit Company Is Working in Conjunction With Park Board in the Matter.

The improvements at Lake Harriet are being rushed with such energy that in all probability the season at this popular resort will be formally opened Sunday, May 13.

The Twin City Rapid Transit company commenced the lowering of its tracks from the cemetery to the lake three weeks ago, and during this time has had between 150 and 200 men employed on the work.

The lowering of the tracks is to accommodate the park board. The board will make several changes in the driveway between Lake Calhoun and Lake Harriet. The course of the driveway will be about 100 feet north from the old road, and a new bridge will be built. This bridge will cost $6,900, and be of artistic proportions.

While the Twin City Rapid Transit company hopes to be able to accommodate its patrons in 10 days, the park drive will not be open to the public until June 1, at the earliest. The old bridge has been torn down, and those who wish to drive to the lake now are compelled to take the old road to the top of the hill, and then turn in to Cottagewood and make a roundabout trip.

TRACKS LOWERED SIX FEET.

The work that the street railway company is having done means a great improvement to the district, but it is being done at a great expense. The trackage is affected a distance of a mile, and is being lowered six feet.

At the lake terminal a great improvement will be made. The old station has been torn down, and will be replaced by a modern structure. The old building led the passengers up and over the tracks, but the new station will work just the opposite. The passengers will make their way from the cars to the lake front through a sub-way. The lay of the ground will not necessitate this being extended any considerable distance. The sub-way will be well lighted and of sufficient width to accommodate the passing to and fro of any number of people.

The company is also expending a considerable sum in repairing the pavilion at Lake Harriet. This year there is more to be done than in former years, and in consequence the improvement as a whole will be more marked.

The park board is having built a new boat dock 100 feet long. One was constructed a couple of years ago, but it is not fitted to the present demands. The old fence, near the pavilion, has also been torn down, and several other alterations made.

PARK CAR STATIONS FAVORED

Minneapolis Morning Tribune (1909-1922); Nov 4, 1910;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1
pg. 11

PARK CAR STATIONS FAVORED

Offer of Street Railway Company Meets Approval.

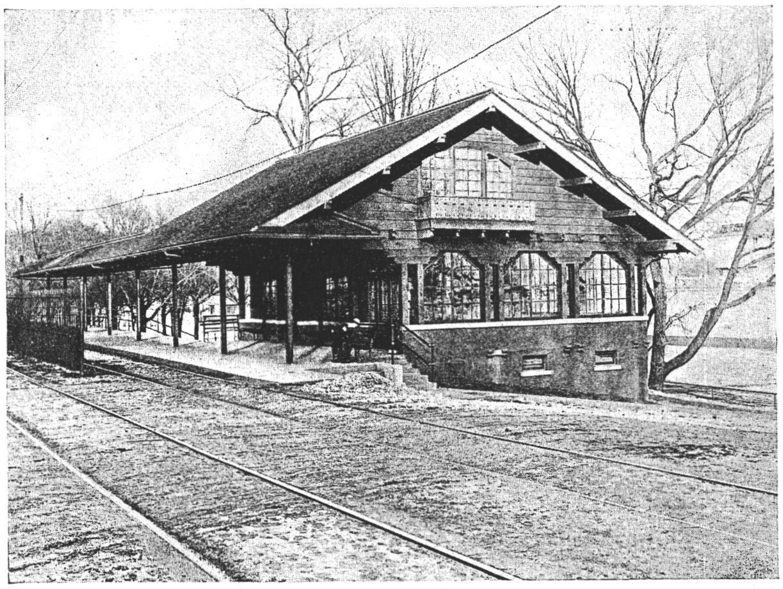
It has been proposed by the Minneapolis Street Railway company to the park board to construct a cement platform, 15 my 120 feet at Forty-second street to accommodate crowds from Lake Harriet wishing to take cars going down town, and to tear down the wooden platform and station located a block north, erecting in its place a cement platform where cars for Lake Harriet will unload passengers.

The plan was placed before the improvement committee of the board yesterday and the committee decided to ask the company to erect, in addition a building at the corner of Forty-second street for a waiting station. Members of the improvement committee are well pleased with the suggestions, believing platforms and steps will be a great improvement there.

Subfill by dredge, 4,500 cubic yards at 14½	$675.00
Removing road surface	212.26
Resurfacing	565.28
Catch basins anddrain	70.27
Sidewalk, lawns, seeding, etc	202.25
Engineering	46.00
Total	$1,771.06

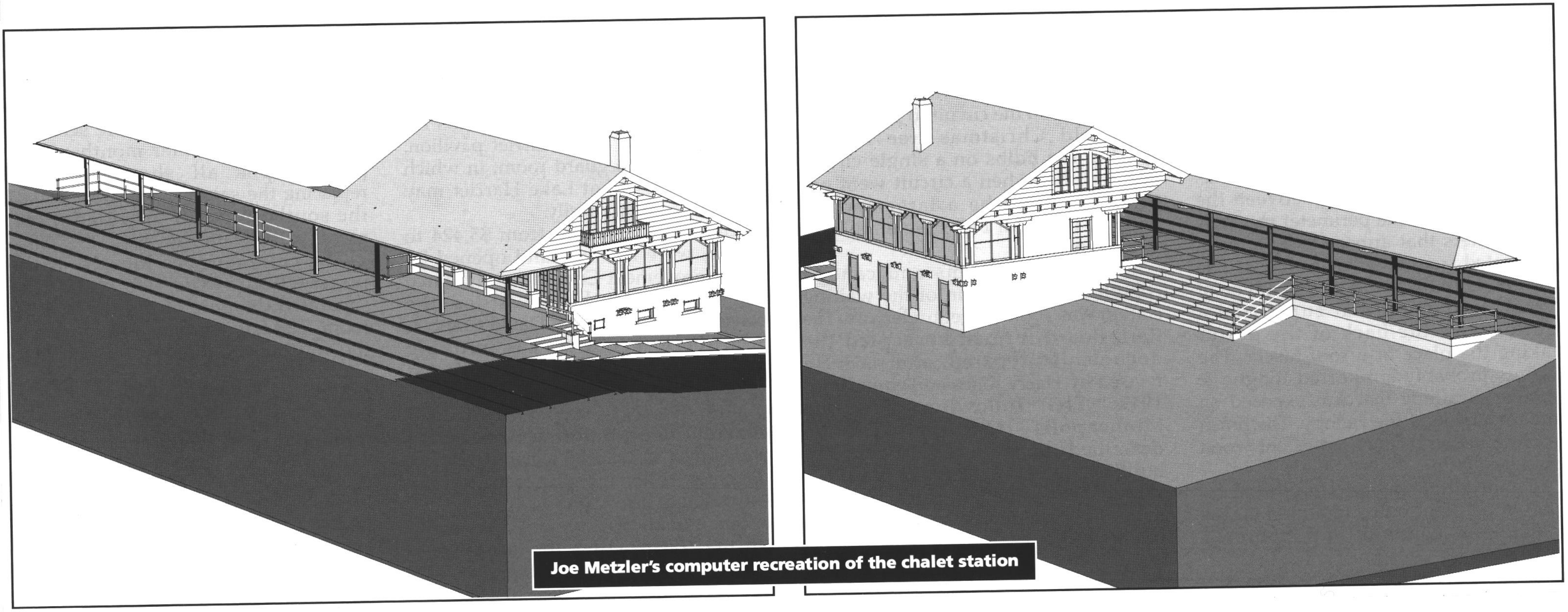
LAKE HARRIET. Surrounding and including Lake Harriet. 408 acres.

A very handsome waiting station in Swiss chalet architecture, was built at the loading platform at the Forty-second Street entrance to the park. Mr. H. W. Jones was the architect, and David Comb & Sons, the general contractors. The total cost of the building is $6,812.53. The main floor consists of a waiting room with refreshment stand, and a large porch to the east and south affording a splendid view of the lake. The basement contains toilet accommodations, store-room, boiler-room, officers' quarters and lock-up. The building serves its purpose well and is greatly appreciated by the visitors to the park and the residents of Linden Hills, who take the cars at this point.

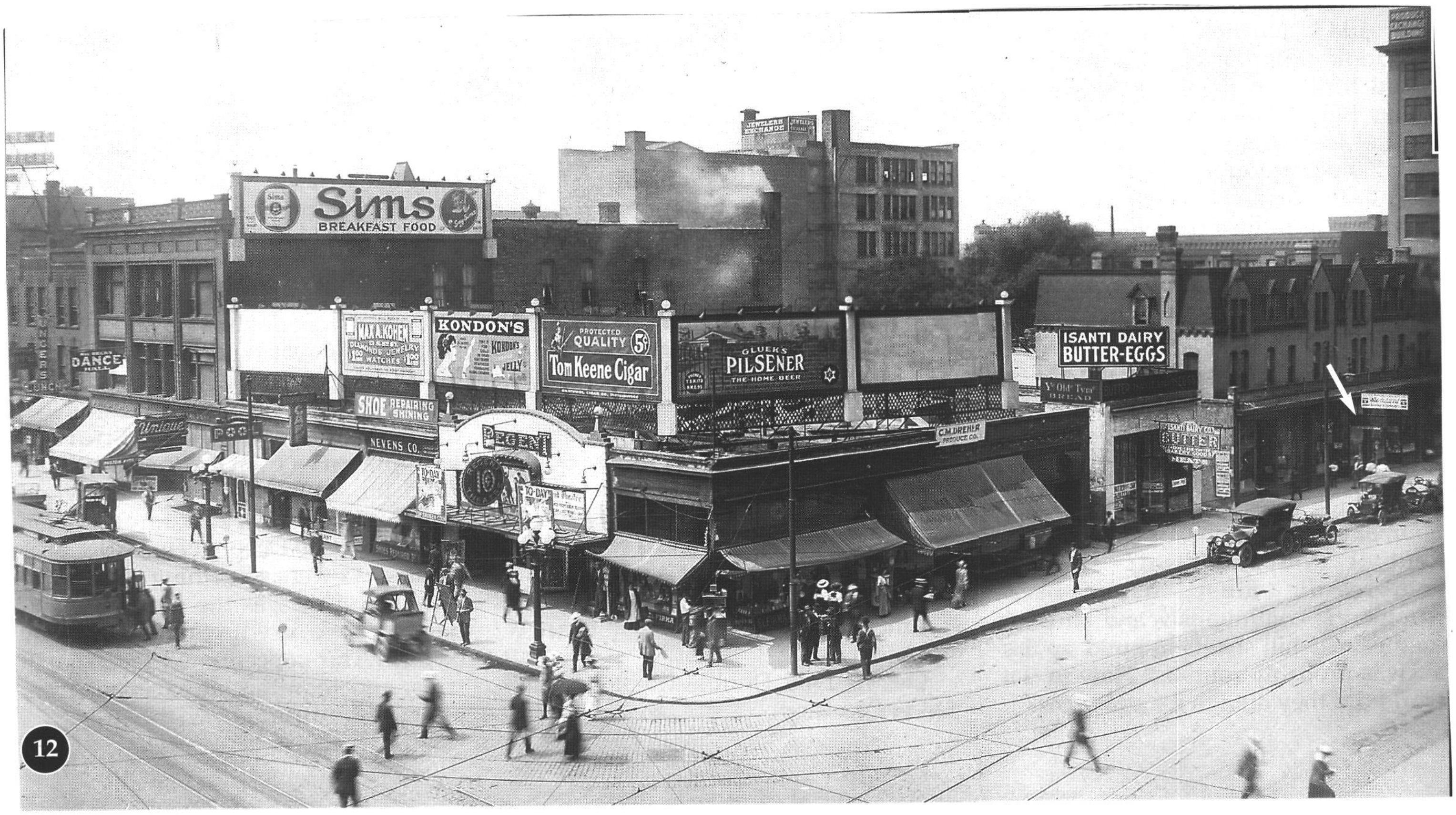


Lake Harriet Waiting Station

AVERY®
PV119ED



Joe Metzler's computer recreation of the chalet station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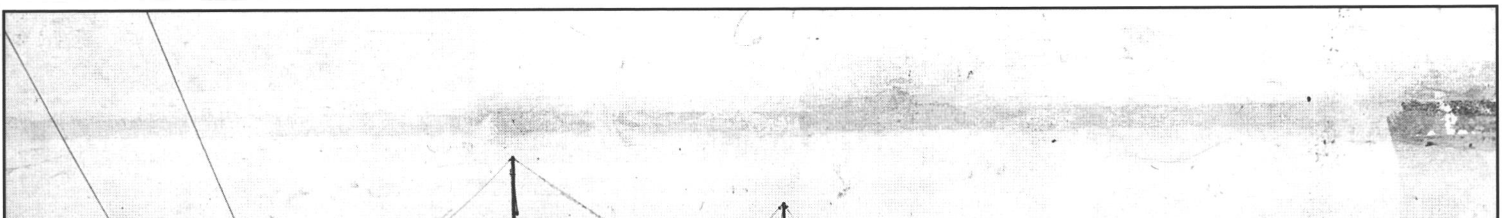


The last of the three pavilions built by the streetcar company was opened in 1904. Minnesota Historical Society collection.

CONSTRUCTION

COSTS

LAKE MINNETONKA LINE				
CONSTRUCTION COSTS 1904-1910 from the Construcction Journals				
Right of Way				133,232
Real Estate (Lots 49-50, Excelsior)				2,550
Track and Overhead				
Lake Harriet Loop to Excelsior			632,646	
Harriet Sand Pit (1904)			1,212	
Birch Bluff Extension			32,371	
Tonka Bay Extension			17,998	
Deephaven Line			3,025	
				687,252
Substations		Electrical		
	Building	Equipment		
Hopkins	12,579	43,332	55,911	
Excelsior	12,430	45,355	57,785	
Harriet Terminal House			1,279	
Operator's Cottage, Excelsior			787	
Various			6,285	
				122,047
Conduits and Cables				42,242
Power, Lighting and Telephone Systems				33,918
Stations and Waiting Rooms				3,094
Crossing Signals				1,649
Subtotal				1,025,984
Harriet Right-of-Way Track and Overhead, Irving Ave. to Lake Harriet Loop				16,599
Total				1,042,583
Selected items of interest included above:				
6th Street Ticket Office (1909-1910)			508	
Harriet Right-of-Way, Hennepin Ave. to Lake Harriet Loop (1904)			7,474	
Harriet Right-of-Way Retaining Walls: 600 ft. south of 39th St.:				
1) 10" to 2'2" x 7'6" high x 73' long;				
2) 10" to 2'0" x 6'2" high x 50' long.				
Sep-Oct 1906			108	
Oct 1907			653	
			761	
Queen Ave. Bridge (Reinforced Concrete Arch) includes Sidewalks and Railings				
1905-1906			9,802	
1908			161	
			9,963	
France Ave. Loop (1909)			2,016	
Shady Oak Bridge (1909-1910)			207	

MINNEAPOLIS & ST.PAUL SUBURBAN RY/RR
COST OF LEASED LINES: DEEPHAVEN and TONKA BAY
FROM MINN. RR & WHSE. COMM. ANNUAL REPORTS

	Balance 6/30/1908	Year Ended 6/30/1909	Year Ended 6/30/1910	Year Ended 6/30/1911	Year Ended 6/30/1912	Year Ended 6/30/1913	Year Ended 6/30/1915	Totals
ROAD								
Engineering, Superintendence	6,260			8	370		(63)	6,575
Grading	218							218
Ties	6,201				21			6,222
Rails, Joints, Fastenings	15,480				1,759		(212)	17,027
Special Work	749	150						899
Track Laying & Surfacing	17,956	1,569		199	(194)		(1,053)	18,477
Bridges, Trestles,Culverts	84		183		5,265	(960)		4,572
Crossings,Fences, Guards, Signs	244	227						471
Telephone Lines	3,325							3,325
Poles & Fixtures	6,649							6,649
Transmission System	7,879							7,879
Distribution System	24,084						(40)	24,044
Stations, Waiting Rooms	-		219		70	479		768
GENERAL								
Miscellaneous	2,134							2,134
TOTALS	91,263	1,946	402	207	7,291	(481)	(1,368)	99,260

LAKE MINNETONKA DIVISION 1-1-1926				
"Original Cost" based on 1911-1915 Average Costs				
		France Ave. to Tonka Bay		
Right-of-Way				300,163
Grading				172,437
Ballast, Ties, Rails, Special Work, Track and Roadway Labor				320,229
Paving				4,130
Bridges, Trestles and Culverts				
	Minnehaha Creek bridge (1905)		3,447	
	Hopkins viaduct #1 (1905)		22,355	
	Hopkins viaduct #2 (1906)		25,018	
	Shady Oak Lake bridge (1914)		6,643	
	Clear Springs bridge (1923 actual cost $8692)		5,510	
	Concrete culvert 782+09 (1906)		2,740	
	Division St. bridge 944+57 (1906)		3,437	
	Bridge over TH 12 (1923 actual cost $16380 less Minn.			
		Hwy. Dept. payment $5520 = $10860)	9,413	
	Bridge over M&StL RR 950+70 (1906)		14,566	
	Second St. bridge 955+54 (1906)		3,087	
	Concrete underground passage way and stairs at			
		the Dock Station 958+xx	1,839	
	All other items		2,799	
				100,854
Crossings, Fences and Signs				
Overhead Bridges				
	Brookside highway 367+77 (1915)		12,620	
	Excelsior Blvd highway 609+xx (1917)		18,244	
	Glen Lake highway 681+00 (1923 actual cost $10788)		5,929	
	Fair Oaks highway 887+65 (1916)		6,055	
	Cortland St. highway 986+52 (1922 actual cost $2439)		1,586	
	Tonka Bay highway (1917)		3,921	
All other items			14,824	
				63,179
Telephone and Telegraph Lines				5,570
Poles and Fixtures				21,780
Distribution System				
	Trolley Wire		16,803	
	Overhead DC Cables		50,178	
	Bonding		12,086	
				79,067
Stations, Misc. Buildings and Structures				
23 Waiting Stations			5,459	
4 Misc. Bldgs. At Hopkins Substation (includes deep well)			1,743	
3 Misc. Bldgs. At Excelsior Substation (includes deep well and				
	retaining wall		1,495	
Excelsior Waiting Station (40'x105') and tool shed			2,936	
Operator's Cottage and Misc. Bldgs. At Excelsior Substation			1,973	
Tonka Bay Comfort Station			60	
				13,666

Substation Buildings and Equipment		Buildings	Equipment	Total	
	Hopkins	13,118	45,185	58,303	
	Excelsior	13,189	44,390	57,579	
	For Excelsior Amusement Park		5,306	5,306	
		26,307	94,881		121,188
Transmission System					27,395
Subtotal					1,229,658
	Deephaven Junction to Deephaven				
Ties, Rails, Special Work, Track and Roadway Labor					1,913
Crossings, Fences and Signs					
	Northome overhead highway bridge 869+18.5 (1917)			3,893	
	All other items			2,029	
					5,922
Telephone and Telegraph Lines					749
Poles and Fixtures					7,579
Distribution System					
	Trolley Wire			3,683	
	Overhead DC Cables			8,786	
	Bondng			901	
					13,370
Stations, Misc. Buildings and Structures					
	4 Waiting Stations			601	
	M&StL RR crossing: Towerman's Residence (19'6" x 24'4")				
	and Coal & Oil Shed			1,404	
	Groveland Waiting Station (8' x 30')			480	
	Maplewood Waiting Station (8'9" x 24')			428	
	Northome Waiting Station (11'x 35')			583	
	Deephaven Docks Waiting Station (16' x 25')			600	
	Deephaven Comfort Station			44	
					4,140
Subtotal					33,673
	Hopkins Local Line				
Real Estate	(Lot 14 Block 67)				1,000
Grading					569
Ballast, Ties, Rails, Special Work, Track and Roadway Labor					7,091
Paving					552
Poles and Fixtures					839
Distribution System					
	Trolley Wire			198	
	Bonding			96	
					294
Subtotal					10,345
Total					1,273,676

LAKE MINNETONKA DIVISION 1-1-1926

"Original Cost" based on 1911-1915 Average Costs

Harriet Right-of-Way: 31st and Hennepin Ave. to France Ave.

			Total Cost	Local Service	Minnetonka Service
Right-of-Way (excludes Misc. Items)			665,759	665,759	
Grading			32,786	32,786	
Ballast, Ties, Rails, Special Work, Track and Roadway Labor			83,693	83,693	
Paving			2,587	2,587	
Bridges, Trestles and Culverts					
	36th St. bridge	5,676			
	Lake Calhoun Outlet (concrete culvert)	604			
	Lake Harriet Subway	3,259			
	Culverts and Drains	910			
	Drainage at Misc. Locations	700			
			11,149	11,149	
Crossings, Fences and Signs					
	Queen Ave. bridge	16,162			
	Crosswalks and Misc. Planking	531			
	RoW and Misc. Fences	3,919			
	A-Frames and Cattle Guards	285			
	Signs	455			
			21,352	21,352	
Telephone Lines			5,451		5,451
Poles and Fixtures			3,737	3,737	
Underground Conduits (including Manholes)			22,345		22,345
Transmission System					
	H.T. Line Poles and Fixtures	707			
	H.T. Line Cables and Wiring	48,251			
			48,958		48,958
Distribution System					
	Trolley Wire	4,313			
	O.H. and U.G. DC Cables	14,706			
	Bonding	2,062			
			21,081	21,081	
Substation: Harriet Terminal House					
	Building	744			
	H.T. Cables and Wiring	991			
			1,735		1,735
Stations and Misc. Buildings					
	Harriet Waiting Platform and Canopy	1,633			
	Harriet Loop Comfort Station	77			
	Harriet Loop Tool House	71			
	Between Chowen Ave. and Drew Ave.:				
	Concrete Post Shed	115			
	Concrete Post Factory	30			
	Concrete Post Comfort Station	12			
	France Ave. Comfort Station	59			
	France Ave. Yard Office	52			
			2,049	2,049	
Totals			922,682	844,193	78,489

MINNEAPOLIS & ST.PAUL SUBURBAN LINES
to
12/31/08

March 12, 1909.

Track & Railway - including R/W		$ 1,367.062.88
Minnetonka	$ 813,796.64	
Deephaven	1,791.20	
Robbinsdale	30,000.00	
St.Louis Park Lines	41,561.29	
Stillwater	364,094.75	
Mahtomedi	20,092.00	
White Bear	63,587.97	
So. Stillwater	32,139.03	
Electric Equipment		522,500.95
Including Substation, Over-head, & Transmission Cables, O.H.& U.G:		
Minnetonka	$ 291,429.01	
Stillwater	231,071.94	
Big Island Park - including Boats & Excelsior Terminals		432,825.16
Tonka Bay Hotel		96,073.43
Cars-		179,357.48
Minnetonka	$ 98,157.48	
Stillwater	81,200.00	
		$ 2,597,819.90
South St.Paul		76,406.02
		$ 2,674,225.92

2,580,242.98

37979.17

MINNEAPOLIS & ST.PAUL SUBURBAN LINES

to

DECEMBER 31st, ~~1908~~.
1910

Track & Roadway incl R/W, Stations waiting Rooms			$ 1,300,627.18	1,310,043.89
Minnetonka	$ 813,796.64			
Deephaven	1,791.20			
Robbinsdale	30,000.00			
St.Louis Park Line (Minnetonka)	41,561.29	893,200.36		
Stillwater	300,980.83			
Mahtomedi	16,770.22			
White Bear	63,587.97			
South Stillwater (Stillwater)	32,139.03	416,848.53		
Electric Equipment, incl Overhead, & Transmission Cables OH & UG:			522,500.95	535,165.96
Minnetonka	291,429.01	291,931.13		
Stillwater	231,071.94	243,234.83		
Big Island Park incl Boats & Excelsior Terminals			432,825.16	435,791.54
Boats	162,102.29			
Excelsior Terminals	40,814.98			
Big Island Park	232,874.27			
Tonka Bay Hotel -			96,073.43	96,201.57
[illegible]				23,682.54
Cars:			179,357.48	179,357.48
Minnetonka	98,157.48			
Stillwater	81,200.00			
			$ 2,531,384.20	= 2,580,242.98
South St.Paul - Balance in Capital Acct	76,464.90		76,406.02	~~76,406.02~~
			$ 2,607,790.22	2,656,649.00

April 16, 1909.

Aug. 20, 1911

HARRIET RIGHT-OF-WAY

RETAINING WALLS

West side, north of 34th St.: 182+74 to 185+56 = 282 LF rough face, dimension rubble wall. Original Cost: 1906 $108 + 1907 $653 = $761. 1911-1915 cost of reproduction $807.

Lakewood Cemetary, at 36th St.: 72 LF concrete wall. Original cost 1916 $1639. 1911-1915 cost of reproduction $226.

Cottage City bridge at 39th St.: concrete retaining wall and steps. Original cost 1905 $2718. 1911-1915 cost of reproduction $2052.

"A" 600 ft. south of 39th St.: 10" to 2'2" x 7'6" high x 73' long. Original cost 1907 est. $338. 1911-1915 cost of reproduction $338.

"B" 600 ft. south of 39th St.: 10" to 2'0" x 6'2" high x 50' long. Original cost 1907 est. $194. 1911-1915 cost of reproduction $194.

BRIDGES

36th St. Bridge: 200+18 to 200+78 = 60 LF plate girder on stone abutments. Paid $4,000 to City of Minneapolis 1898. Raised 12" in 1906 for more headroom; raised both tracks 12" at the bridge, sloping down to 1" 200 ft. each side of the bridge.

Calhoun Outlet: center line 215+89. Double track concrete culvert across the right-of-way. Original cost: 1910 $750 + 1915 $298 = $1048.

Lake Harriet Subway: concrete retaining wall, steps and subway under tracks. Original cost: 1911 $6167 + 1913 $243 + 1915 $860 = subtotal $7270; minus $4,011 apportioned to Harriet Waiting Platform and Shelter = total $3259.

The latter consisted of a concrete waiting platform and steel canopy shelter. (South end of iron picket fence at 42nd St.: 242+01)

Queen Ave. Bridge: right-of-way at 43rd St. and Park Blvd.: concrete double track overway skew arch. Original cost: 1905 $7381 + 1906 $569 + 1908 $161 + 1911 $6026 + 1912 $20 + 1913 $1154 + 1916 $3644 + 1917 $1368 + 1918 $37 = $20360. 1911-1915 cost of reproduction $16162.

TRACKS ADJUSTED DUE TO RAISING OR LOWERING OF GRADE

1900: R/W 31st St. to 34th St.: 3050 LF.
1900: R/W Cemetary gate to Lake Harriet platform: 6124 LF.
1905: R/W at Cottage City Bridge: 900 LF.
1906: R/W at Queen Ave. Bridge: 1400 LF.
1911: R/W at 42nd St.: 400 LF.
1916: 31st St.--Hennepin to Irving: 1270 LF.

EARTH HAULED IN 1917

Opposite Lakewood Cemetary	2234 cu. yds.
Raise track Cottage City Bridge to Lake Harriet Platform	700 cu. yds.
Fill at France Ave. loop	882 cu. yds.
Total	3816 cu. yds.

BUILDINGS

Harriet Loop	Comfort Station	1 story, frame
	Tool House	1 story, frame
	Telephone Booth	
R/W at Upton Ave.	Terminal House	1 story, brick and concrete
R/W between Chowen Ave. and Drew Ave.		
	Concrete Post Shed	1 story, frame
	Concrete Post Factory Tool House	1 story, frame
	Concrete Post Fact. Comfort Sta.	1 story, frame
France Ave. Loop	Comfort Station	1 story, frame
	Yard Office	1 story, frame
	Telephone Booth	

Minneapolis Park Board History

William Berry Bridge

In 1890 acquired Interlachen, a tract of 24 acres which provided a very attractive parkway connection thru a natural woodland between Lake Calhoun and Lake Harriet. This tract was re-named William Berry Park after William Morse Berry, the first professional full-time superintendent of parks (April 1885 thru December 1905).

During 1900 a stone and cement bridge was constructed at Interlachen to carry the boulevard (William Berry Parkway) between Lakes Calhoun and Harriet over the streetcar tracks. Cost of the bridge and approaches was $9,613.

Queen Avenue Bridge

This concrete bridge was built during 1905. MPB paid one-half the construction cost, and a friendly lawsuit was instituted as to who should bear the cost of the bridge. In 1910 the lawsuit was tried in District Court and decided in favor of the City; upon appeal to the Supreme Court by the street railway company, the decision was affirmed. The judgement, together with the costs of both courts amounting to $6,026 was paid by the street railway company. $4,375 of this amount was the item which had been paid by the MPB as one-half of the construction cost of the bridge, which had to be returned to the MPB by the street railway company. [Thus the total cost to MSR was $10,401.]

OPERATIONS

Minneapolis & St.Paul Suburban Railroad
Lake Minnetonka Division

Year	Passenger Revenue	Special Car Revenue	Baggage & Express Revenue	Total Revenue	Operating Expenses	Profit (Loss)	Operating Ratio
1907	248,688	-	-	248,688	156,738	91,950	63%
1908	272,562	-	1,217	273,779	169,941	103,838	62%
1909	209,319	1,968	4,815	216,102	135,033	81,069	62%
1910	222,530	1,800	5,876	230,206	152,046	78,160	66%
1911	186,038	1,953	5,810	193,801	121,761	72,040	63%
1912	201,630	720	7,423	209,773	123,938	85,835	59%
1913	221,676	720	7,337	229,733	137,497	92,236	60%
1914	227,571	1,355	6,700	235,626	137,082	98,544	58%
1915	221,549	518	6,745	228,812	157,534	71,278	69%
1916	224,799	535	6,659	231,993	150,369	81,624	65%
1917	220,284	349	5,720	226,353	168,247	58,106	74%
1918	208,158	1,819	3,606	213,583	176,729	36,854	83%
1919	263,690	3,088	3,394	270,172	268,456	1,716	99%
1920	295,686	2,291	2,980	300,957	289,589	11,368	96%
1921*	332,245	1,214	2,822	336,281	299,913	36,368	89%
1922	303,599	948	2,717	307,264	257,510	49,754	84%
1923	267,691	1,721	2,196	271,608	239,612	31,996	88%
1924	218,778	558	1,598	220,934	214,896	6,038	97%
1925	219,562	1,238	1,213	222,013	232,684	(10,671)	105%
1926	205,501	627	931	207,059	236,698	(29,639)	114%
1927	194,543	443	900	195,886	209,539	(13,653)	107%
1928	182,068	453	959	183,480	201,681	(18,201)	110%
1929	162,852	452	712	164,016	198,143	(34,127)	121%
1930	143,387	568	478	144,433	178,840	(34,407)	124%
1931	114,782	294	494	115,570	165,785	(50,215)	143%
Totals	5,569,188	25,632	83,302	5,678,122	4,780,261	897,861	

* Fare Increase August 1st.
Operating Expenses include Depreciation.

Passenger Revenue 1907-1910: Monthly divided by Annual

January	3%
February	3%
March	3%
April	4%
May	8%
June	14%
July	21%
August	19%
September	11%
October	6%
November	4%
December	4%
Total	100%

Passenger Revenue Comparison
1907-1910 Monthly Averages

	Lake Minnetonka Division	Stillwater Division
January	3%	6%
February	3%	5%
March	3%	6%
April	4%	6%
May	8%	8%
June	14%	11%
July	21%	14%
August	19%	13%
September	11%	10%
October	6%	8%
November	4%	7%
December	4%	6%
Total	100%	100%
Jan-Apr	13%	23%
May-Sep	73%	56%
Oct-Dec	14%	21%
Total	100%	100%

MINNEAPOLIS & St.PAUL SUBURBAN RAILWAY					
		1907	1908	1909	1910
Stillwater and Minnetonka Divisions					
	Passenger Revenue	510,976	536,575	416,508	450,345
	Operating Expenses	(289,626)	(314,877)	(273,251)	(301,457)
	Rent of Leased Lines			(3,333)	(3,000)
	Miscellaneous Earnings	299	514		
	Mail	1,442	1,653	1,644	1,621
	Advertising	50	3,605		
	Interest	1,566	22		
	Express & Misc. Earnings (Minnetonka)		1,217		
	Special Car Revenue			3,793	3,202
	Express Revenue			6,445	8,037
	Miscellaneous Transportation Revenue			108	198
	Station and Car Privileges			3,455	2,528
	Rent of Buildings			418	470
	Miscellaneous Earnings			211	638
	Profit	224,707	228,709	155,998	162,582
Wildwood Park		Leased Out; No Revenue or Expenses reported.			
Steamboat Division					
	Revenue	30,950	26,522	24,655	23,542
	Expenses	(55,192)	(43,883)	(36,266)	(36,324)
	(Loss) (*)	(24,242)	(17,361)	(11,612)	(12,732)
Big Island Park					
	Revenue	44,779	33,777	30,428	25,256
	Expenses	(48,783)	(37,839)	(30,588)	(28,452)
	(Loss) (*)	(4,004)	(4,062)	(160)	(3,196)
Tonka Bay Hotel					
	Revenue	-	32,278	33,789	30,070
	Expenses	-	(32,283)	(38,347)	(35,095)
	(Loss) (*)	-	(5)	(4,558)	(5,025)
Tonka Bay Hotel Fire Loss		-	-	-	1,350
Wildwood Park Fire Loss		-	-	-	-
Operating Profit		196,461	207,281	139,668	142,979
Interest on Funded Debt		(25,000)	(25,000)	(25,000)	(25,000)
Taxes Apportioned		(12,921)	(21,213)	(23,855)	(24,178)
Net Profit		158,540	161,068	90,813	93,801
Net Profit per Surplus Account		186,784	182,498	107,140	114,400
Difference (*)		(28,244)	(21,430)	(16,327)	(20,599)
	(*) The Losses from Steamboat, Big Island Park, and Tonka Bay Hotel were charged back to TREASURER.				

MINNEAPOLIS & StPAUL SUBURBAN RAILROAD			
Abandonment Filing with Minn. Railroad & Warehouse Commission			
		Year	9 Months
		1930	1931
Widwood to Stillwater 6.62 miles			
	Gross Revenue	11,885	5,680
	Operating Expenses and Taxes	25,316	17,474
	Depreciation	3,409	2,557
		28,725	20,031
	Operating Ratio	242%	353%
Hopkins to Excelsior, Tonka Bay and Deephaven			
	Passsenger Revenue	34,397	22,732
	Operating Expenses and Taxes	64,601	46,111
	Depreciation	8,375	6,281
		72,976	52,392
	Operating Ratio	212%	230%

LAKE MINNETONKA DIVISION

OPERATIONS

DOWNTOWN MINNEAPOLIS ROUTE

At the start of operations in 1905 and 1906, the route used was Hennepin Ave. - 3rd St. N. - 1st Ave. N. - 6th St. N. - Hennepin Ave. Layover was taken at 1st Ave. N. and 3rd St. N. On May 6, 1906, the route was changed to Hennepin Ave. - 7th St. N. - 1st Ave. N. - 6th St. N. - Hennepin Ave.

A combination waiting room-ticket office-baggage and express office located at 17 N. 6th St. was opened May 16, 1907. Trains took their layover time on 6th St. N. in front of the ticket office.

On May 28, 1928, the 6th St. ticket office was closed and the services transferred to the Greyhound Bus Depot on the southeast corner of 1st Ave. N. and 7th St. N. The route of eastbound trains was changed to Hennepin Ave. - 11th St. N. - 1st Ave. N. - 6th St. N. - Hennepin Ave. The schedule was revised to allow for a stop of two minutes at the bus depot. Upon abandonment of LAKE MINNETONKA and DEEPHAVEN service August 11, 1932, this routing was discontinued.

MILEAGE TABLES AND RUNNING TIMES
1913

Station	Mileage	Time
Minneapolis-6th St.	0.00	
Minneapolis-Lake St. and Hennepin Ave.	2.59	
Lake Harriet-42nd St. Station	4.33	
Lake Harriet Loop	4.63	
Minneapolis-France Ave. (city limits)	5.45	24 minutes
Grimes	5.72	
Browndale	6.25	
Brookside	6.71	
Interlachen	7.98	
Blake (Mendelssohn)	8.29	
Hopkins-Substation	9.05 (9.03 1915)	
Hopkins-9th Ave.	9.54 (9.53 1915)	31 minutes
Deephaven Junction	10.66 (10.65 1915)	33 minutes
Mayview	11.84 (11.83 1915)	35 minutes
Glen Lake	12.64	36 minutes
Clearspring	14.77	39 minutes
Vine Hill	15.89	41 minutes
Christmas Lake	17.27 (17.26 1915)	43 minutes
Excelsior-Dock Station	17.91	45 minutes
Excelsior-2nd St.	18.12 (18.13 1915)	
Excelsior-George St.	18.53	46½ minutes
Manitou	19.47 (19.48 1915)	49 minutes
Crescent Beach	20.15 (20.19 1915)	51 minutes
Wildhurst Dock	20.41 (20.46 1915)	52 minutes
Tonka Bay	21.19 (21.26 1915)	55 minutes

Station	Mileage
Hopkins-9th Ave.	9.54
Hopkins-Wye	9.79
Deephaven Junction	10.66
Baker (Minnetonka Mills)	11.83
Williston Park	12.79
Tonkawood	13.63
Groveland	14.86
Breezy Point (Maple Woods)	15.48
Northome	15.91
Deephaven	16.64

Running time from Minneapolis-6th St. was 41 to 42 minutes (8 to 10 minutes from Deephaven Junction to Deephaven).

The over-all average schedule speed on the Lake Minnetonka line was 23 m.p.h. The average schedule speeds for individual segments were: Minneapolis-6th St. to France Ave. 14 m.p.h., France Ave. to Hopkins 35 m.p.h., Hopkins to Excelsior Dock Station 36 m.p.h., Excelsior Dock Station to Tonka Bay 20 m.p.h., and Deephaven Junction to Deephaven 36 to 45 m.p.h.

PASSENGER STOPS

Westbound LAKE MINNETONKA and DEEPHAVEN trains stopped **only** to receive passengers for points west of Hopkins at:

- Minneapolis-6th St.
- Minneapolis-7th St.
- Minneapolis-12th St.
- Minneapolis-Groveland Ave.
- Minneapolis-Douglas Ave.
- Minneapolis-29th St.
- Minneapolis-Lake St.
- Lake Harriet Station
- Lake Harriet Loop
- Minneapolis-France Ave.
- Grimes
- Browndale
- Brookside
- Mendelssohn
- Hopkins Substation.

Train stops on the Lake Minnetonka line were:

- Hopkins-9th Ave.
- Deephaven Junction
- Glen Lake
- Clearspring
- Vine Hill
- Christmas Lake
- Excelsior-Dock Station
- Excelsior-1st St.
- Excelsior-2nd St.
- Excelsior-3rd St.
- Manitou
- Crescent Beach
- Wildhurst (only for boat connections)
- Tonka Bay.

Train Stops on the Deephaven line were:

- Hopkins-9th Ave.
- Deephaven Junction
- Baker
- Boulevard
- Groveland
- Breezy Point
- Northome
- Deephaven.

Eastbound trains stopped at points west of Minneapolis-Lake St. to discharge passengers from west of Hopkins; no stop was made at Lake Harriet Station. East of Minneapolis-Lake St. all local stops were made to Minneapolis-6th St.

As of March 1923

Westbound LAKE MINNETONKA and DEEPHAVEN trains stopped to take on passengers for Hopkins or points west of Hopkins at:

Minneapolis-6th St. Ticket Office
Minneapolis-7th St.
Minneapolis-8th St.
Minneapolis-11th St.
Minneapolis-12th St.
Minneapolis-Groveland Terrace
Minneapolis-Douglas Ave.
Minneapolis-Lagoon Ave.
Minneapolis-Lake St.
Lake Harriet Platform
Minneapolis-Upton Ave.
Minneapolis-Xerxes Ave.
Minneapolis-France Ave.

Grimes
Wooddale
Browndale
Mackey
Brookside
Interlachen
Blake (formerly Mendelssohn)
Hopkins Substation (Central Ave.)
Hopkins-9th Ave.
Deephaven Junction
Mayview
Glen Lake
Clearspring
Vine Hill
Christmas Lake
Excelsior-Dock Station
Excelsior-1st St.
Excelsior-2nd St.
Excelsior-3rd St.
Excelsior-George St.
Manitou
Crescent Beach
Wildhurst
Tonka Bay

Deephaven Jct.
Minnetonka Mills
Williston Park
Tonkawood
Gray's Bay
Groveland
Maple Woods
Northome
Deephaven

All eastbound trains stopped to take on or discharge passengers only at stations between Hopkins and Minneapolis-France Ave., then operated as local trains between Minneapolis-France Ave. and Minneapolis-6th St. Ticket Office.

COMO-HOPKINS car stops on the Right-of-Way were:

Minneapolis-Irving Ave.
" -32nd St.
" -33rd St.
" -34th St.
" -35th St.
" -36th St.
" -Lakewood Cemetary
" -39th and 40th Sts. (Cottage City)
" -Lake Harriet Platform
" -42nd St.
" -Linden Hills Blvd.
" -Lake Harriet Loop
" -Upton Ave.
" -Xerxes Ave.
" -York Ave.
" -Zenith Ave.
" -Abbott Ave.
" -Beard Ave.
" -Drew Ave.
" -France Ave.

Grimes
Wooddale
Browndale
Mackey
Brookside
Interlachen
Blake
Hopkins-Harrison Ave.
Hopkins-3rd Ave.
Hopkins-Central Ave.
Hopkins-9th Ave.

FREQUENCY OF SERVICE

Timetables of the 1908 to 1910 period illustrate the extensive service provided.

Service to Hopkins was operated separately on a 30-minute headway by COMO-HOPKINS runs of the COMO-HARRIET line (begun June 17, 1906).

During the summer months base headway on weekdays was half-hourly to Excelsior, hourly to Tonka Bay, and eight round trips over the Deephaven line. This service required four cars on the main line and one car on the Deephaven line. Trains leaving Minneapolis on the hour ran local to Tonka Bay, while those leaving on the half-hour ran limited to Excelsior.

The Sunday and holiday schedules provided for ten-minute headway to Excelsior, half-hourly to Tonka Bay, and ten round trips (hourly) on the Deephaven line. COMO-HOPKINS runs continued the same half-hourly service to Hopkins. This service required 12 cars on the main line and two cars on the Deephaven line. Trains leaving Minneapolis on the hour and half-hour ran local to Tonka Bay, while those leaving at 10, 20, 40 and 50 minutes past the hour ran limited to Excelsior.

Winter service was substantially reduced as the line then served only the persons residing year around in the lake communities or on the lake. Weekday and Sunday service was hourly to Excelsior with six round trips to Tonka Bay. An additional round trip was run to Excelsior and Tonka Bay late in the evening on Wednesday and Saturday only. The Deephaven line was served with four round trips on weekdays and two round trips on Sundays. We have no information on the COMO-HOPKINS winter service.

Destination Signs Used

LAKE MINNETONKA	Local service from 6th St.-Minneapolis to 2nd St.-Excelsior.
EXCELSIOR LIMITED	Limited service from 6th St.-Minneapolis to 2nd St.-Excelsior. No stops were made between the Lake Harriet Loop and the Excelsior Dock Station except at 9th Ave.-Hopkins.
EXCELSIOR EXCURSION	Limited service from 6th St.-Minneapolis to the Excelsior Dock Station. No stops were made between the Lake Harriet Loop and the Excelsior Dock Station except at 9th Ave.-Hopkins.
TONKA BAY	Local service from 6th St.-Minneapolis to Tonka Bay. Trains ran through the Wildhurst Loop only if steamboat connections were to be made.
DEEPHAVEN	Local service from 6th St.-Minneapolis to Deephaven.
HOPKINS	Local service from 6th St.-Minneapolis to Hopkins.
COMO-HOPKINS	Local service to Hopkins operated separately by runs of the COMO-HARRIET line from St.Paul.

Service Changes

Effective July 10, 1916, Hopkins service was separated from the COMO-HARRIET line and operated from the Minneapolis Ticket Office. Several years later the COMO-HOPKINS service was re-instituted and continued until the end of service to Hopkins in 1951.

The first reduction in service was to change the Sunday and holiday schedules to provide fifteen-minute headway. Information as to further reductions in service during the declining years has not appeared.

On September 20, 1931, through service from 6th St.-Minneapolis to Deephaven was discontinued. A shuttle service from Deephaven Junction to Deephaven was operated weekdays and Saturdays using rebuilt double-end car #1230. One round trip each morning and evening, and all Sunday and holiday service, was provided by COMO-HOPKINS cars running through to Deephaven.

On August 11, 1932, all service west of Hopkins was discontinued and the track abandoned. The COMO-HOPKINS runs to Hopkins continued to operate. On August 4, 1951, the segment of track from Brookside Station to Hopkins was abandoned, a loop having been constructed on the right-of-way just east of the M.N.&S. Ry. bridge. On June 19, 1954, the remaining track from downtown Minneapolis to the Brookside Loop was abandoned.

Fares

Fares were charged on a zone basis. A rate of 5¢ per zone was in effect from the beginning of operations until August 1, 1921, when it was increased to 6¢ per zone. This 6¢ fare was never subsequently changed.

The fares charged to various points on the line during 1909-1910 when the 5¢ rate was in effect were the following.

Minneapolis to the city limits (France Ave.)	$.05
Minneapolis to Brookside or Blake	$.10
Minneapolis to Hopkins	$.15
Minneapolis to Glen Lake, Clearspring or Tonkawood	$.20
Minneapolis to Excelsior and Tonka Bay	$.25
Minneapolis to Deephaven	$.25
Excelsior to Tonka Bay	$.10
Commutation Tickets:	
Hopkins--25 ride	$3.00
Minnetonka--25 ride	$4.50

There were no agency stations but commutation and other special tickets were sold at two drug stores. One in Hopkins was operated by N. H. Nelson, and the other in Excelsior by the Minnetonka Drug Company.

BAGGAGE AND EXPRESS SERVICE

INAUGURATED 7-6-1908

Baggage and express service was provided to all points on the railway lines, with baggage service only on the steamboat lines. Baggage was defined as trunks, valises, dress suit cases, telescopes, satchels, handbags, or steamer bags containing wearing apparel or personal effects. No single piece of baggage weighing more than 150 pounds would be accepted, and a maximum of 150 pounds, whether in one or more pieces, would be accepted on any one ticket for any one trip of the baggage train or boat. Express packages of general merchandise, any one article not to exceed $50 in value, were carried at the following rates.

20 pounds and less	$.15
21 to 50 pounds	$.25
51 to 75 pounds	$.30
76 to 100 pounds	$.35
100 pounds and over	$.40 per 100 pounds.

Special rates were available for beer or pop in cases and kegs, furniture, milk in cans, empty beer and pop cases and kegs, empty milk cans, empty chicken crates, and empty ice cream tubs.

Express and baggage were handled out of the Minneapolis Ticket Office. Shipments were delivered to the stations in Hopkins, Deephaven, Excelsior and Tonka Bay. Baggage was transferred to the steamboats at the Excelsior, Wildhurst and Deephaven docks.

One daily round trip was operated between Minneapolis, Excelsior and Tonka Bay. A second round trip was operated Monday through Saturday between Minneapolis and Hopkins, Deephaven, Excelsior and Tonka Bay.

Daily	
Leave Minneapolis	8:48 a.m.
Arrive Excelsior	9:28 a.m
Leave Excelsior	9:43 a.m.
Arrive Tonka Bay	9:55 a.m.
Leave Tonka Bay	10:33 a.m.
Arrive Minneapolis	11:26 a.m.

Daily except Sunday	
Leave Minneapolis	2:33 p.m.
Arrive Excelsior	3:13 p.m.
Leave Excelsior	3:43 p.m.
Arrive Tonka Bay	3:55 p.m.
Leave Tonka Bay	4:33 p.m.
Arrive Hopkins-Excelsior Ave.	5:05 p.m.
Arrive Deephaven	5:23 p.m.
Leave Deephaven	5:58 p.m.
Arrive Minneapolis	6:28 p.m.

The procedure on the afternoon run was to back into Hopkins on 9th Ave., wye, back out of Hopkins, then proceed to Deephaven.

During the winter months the morning baggage train run was discontinued. Through 1910 the baggage train operated to St.Paul and return between the two Lake Minnetonka runs.

Later the baggage and express train service was cut to one daily round trip all year. On September 10, 1923, it was completely discontinued.

OPERATING PRACTICES

Trains were composed of one or more sections of single cars. Heavy Sunday and holiday traffic often required five or six sections of each train. There were numerous instances when there were as many as 14 or 15 sections of one train. Extra trains were often added when a special event was being held. Sometimes as many as 60 cars would be on the line at one time, necessitating storage tracks for about 40 cars opposite the Excelsior Dock Station. The Dock Station was the busiest place on the entire line as connections were made here with most of the passenger and excursion runs and the ferryboat runs to Big Island Park. Maximum speed between France Ave., Minneapolis, and Excelsior was prescribed by operating rules as 60 miles per hour with 2,000 feet spacing between individual cars.

Probably the first charter trip occurred October 13, 1905, (shortly after completion of the initial single track) when Dr. Perkins of Excelsior gave 200 friends a never-to-be-forgotten treat by chartering four streetcars to take them over the newly-built line from Excelsior to Lake Harriet, then on to Minnehaha Falls, Fort Snelling, and through St.Paul to White Bear and Stillwater.

In the early years a train leaving Minneapolis for Excelsior at 4:03 a.m. was operated for the benefit of fishermen. On public timetables it carried the name "The Early Bird".

Wayside shelters were erected at most major passenger stops on the right-of-way. Roof signs on these shelters instructed passengers "To stop trains at night a light should be waved across the track when the train is at least 1000 feet distant".

Communication with train crews was provided by telephones housed in wooden booths located at various points along the right-of-way. As of May 1915 these locations were as follows.

Dispatcher's Office
  17 North 6th St., Minneapolis. During the lake navigation season (May to September) the dispatcher's office was in the dome of the dock station building at the Excelsior docks.
Hennepin Ave. and Lake St.
Lake Harriet Loop
City Limits (France Ave.)
Hopkins Substation
Hopkins-9th Ave.
Deephaven Junction
Glen Lake Siding
Fair Oaks Siding
Excelsior Docks
Excelsior-2nd St.
Excelsior-west end of double track
Wildhurst
Tonka Bay

Deephaven Line:
Tower M.&StL. Railway crossing
Deephaven Docks

Originally all LAKE MINNETONKA, DEEPHAVEN, and HOPKINS trains called the dispatcher at the Lake Harriet Loop-Minneapolis; this was moved in May 1909 to the "city limits sand pit telephone" at France Ave.-Minneapolis. DEEPHAVEN trains reported to the dispatcher at Deephaven Junction in both directions and before leaving Deephaven eastbound. TONKA BAY trains reported to the dispatcher at 2nd St.-Excelsior in both directions and before leaving Tonka Bay eastbound.

White light clusters manually operated by the motorman were used as block signals on the single track portions of the line. Unfortunately we have not located a description of their operation. The Drum & Companuy Valuation Report of 1-1-1926 listed these installations.

  Three-light cluster
    One at Hopkins-9th Ave.

One at Deephaven Junction.
One at the Excelsior Substation between overhead pole numbers 932 and 955.
Two at the end of double track, Excelsior.
One at the Tonka Bay loop.

Five-light cluster
  One at Excelsior between overhead pole numbers 956 and 961.

Six-light cluster
  One at Excelsior between overhead pole numbers 956 and 961.
  One at Excelsior between overhead pole numbers 962 and 967.
  Three on the Deephaven line:
    one between overhead pole numbers 699 and 726;
    one between overhead pole numbers 727 and 755;
    one between overhead pole numbers 786 and 813.

The single track on 9th Ave. in Hopkins was later protected by red and green signal lights, with trolley wheel actuated contactors mounted on the overhead trolley wire.

The Baggage Car, Snow Plow, Wire Car and Work Car assigned to the Lake Minnetonka Division were assigned to the car stations as follows.

East Side Station
  Baggage Car #34, Snow Plow #29 and Wire Car #5.

Nicollet Station
  Work Car #12

The Snow Plow, built for double-end operation, followed the same route as the afternoon baggage train run.

LAKE MINNETONKA, DEEPHAVEN
COMO-HARRIET, and COMO-HOPKINS Lines
OPERATING BULLETINS AND SPECIAL NOTICES
1905-1907

12-20-1905 Special Notice On westbound trips between 1st Ave. N. & 3rd St. N. and 7th St. & Hennepin Ave., conductors will remain on the rear platform and notify all passengers "LAKE MINNETONKA CAR-FIRST STOP CITY LIMITS". Immediately after leaving 7th St. conductor will step inside the car and repeat the announcement. In case any passengers have boarded the car in error he will give overhead bell for motorman to stop and allow said passengers to alight.

2-13-1906 Incandescant lights are being installed in the arc headlights. Arc light will be turned out and incandescant light burned between the following points: Irving Ave. and 31st St. to downtown loop and return.

3-27-1906 Starting Thursday March 29th seats for use of the motorman will be placed in the vestibules and may be used between the following points:
   Lake Minnetonka line: Harriet Loop to Excelsior Substation.
   Como-Harriet line: (1) Rice & Como to 15th & Como; (2) Franklin Ave. to Harriet.
When not in use seat must be placed in the socket at the side.

6-29-1906 Motormen on the Deephaven line: on approaching Northome, Breezy Point, and Groveland stops, cars will reduce speed to 10 m.p.h. until these places are passed. Also reduce speed somewhat in all bad curves on the line to avoid derailing owing to poor track.

7-11-1906 After this date motormen will consume not less than 35 seconds while on the bridge crossing the railroad tracks at Hopkins.

7-11-1906 The practice of conductors sitting down while on duty will be discontinued at once. Also the tipping up of rear cane seat in cross-seat cars and sitting on edge of seat will be discontinued.

7-12-1906 Conductors flagging cars on Excelsior Limited, Deephaven and Lake Minnetonka lines must go back not less than 1,000 feet.

11-12-1906 On and after Monday November 5th the office of dispatcher at Excelsior will be closed and trainmen will run on schedule and not report at end of line for orders as heretofore. Como-Hopkins cars will not report at 9th Ave. S. as has been previously done.

11-18-1906 The three windows on the left hand side of the motorman's vestibule are BLOCKED because of liability of injury when open.

12-26-1906 Reminder of Notice dated 11-23-1903. Ashes accumulating in Baker Heaters will NOT be emptied during the day at any time on the line, nor be dumped in the coal hod on pull-in trips, but are to remain in ash pit and taken out at the Station.

3-1-1907 On and after March 1st the Minnetonka Ticket Office will be at 17 North 6th Street instead of #13. Layover is to be taken in front of #17.

7-1-1907 Mentioned the Hamline Wye at Como Park. Also said Langford Ave. is the road in Como Park.

6-24-1907 Lake Minnetonka and Deephaven lines. The present EXTRA and CAR FOLLOWING signs in use will be repainted, and in place of the green sign marked EXTRA a plain green sign will be used, and in place of a red sign marked CAR FOLLOWING a plain red sign will be used.

6-23-1907 Lake Minnetonka and Deephaven lines. The present timetable provides for a stop on westbound tirps to receive passengers at 29th & Hennepin, also Harriet Loop, for either Hopkins or Excelsior. On eastbound trips stop will be made to discharge passengers at 29th & Hennepin.

7-23-1907 Abbott Park stop will be renamed Brookside.

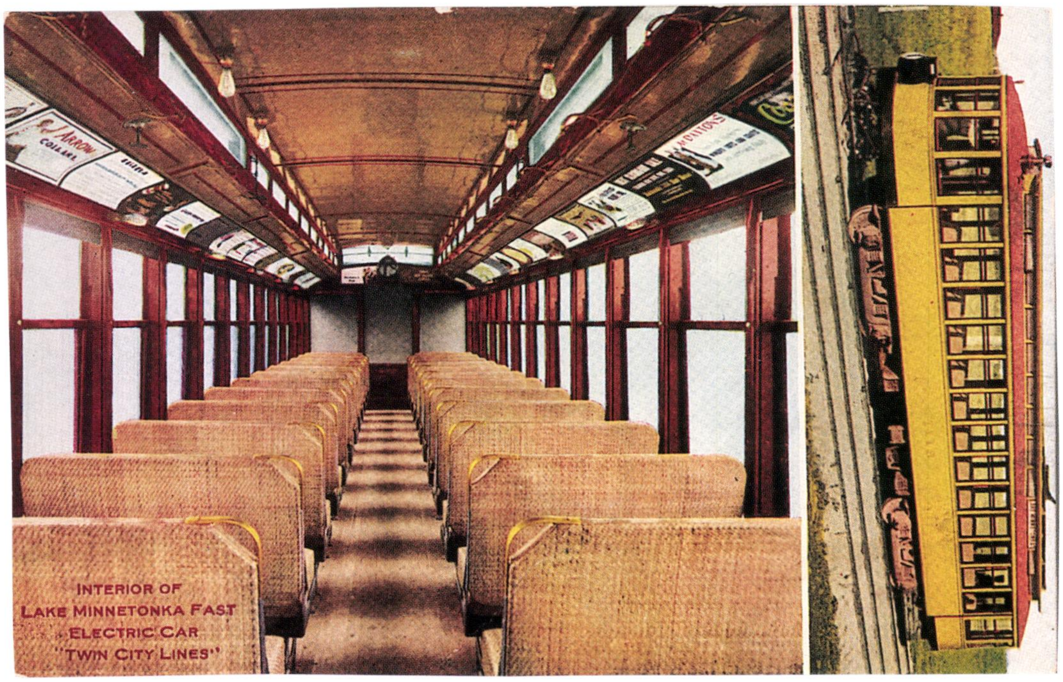
8-14-1907 Lake Minnetonka and Deephaven lines. Motormen may use seat between Vine Hill and Franklin Ave. Reduce speed when crossing Glen Morris roadway (the first one west of Fair Oaks bridge).

8-29-1907 Lake Minnetonka and Deephaven lines. Eastbound trips will stop to receive or discharge passengers on signal at all regular local stop points between Lake St. and 6th & Hennepin.

8-29-1907 After this date there will be a hook instead of the present lock in use on the switch at Deephaven Jct. Switch must be left set for main line as at present and a full stop made at this point on westbound trips.

10-15-1907 Commencing Wednesday October 16th the office of the dispatcher at Excelsior will be discontinued during the winter months. All passenger, work or wire cars desiring to run over the Deephaven line will call the Superintendent in Minneapolis or his representative to receive orders to do so. Motormen will obtain switch key to open lock placed on switch at Deephaven Jct.

10-24-1907 Como-Harriet line; mentioned "during the time that the wye is disconnected at Hamline Ave.". [Disconnected during the winter months?]



TWIN CITY LINES

General Bulletin No. 47 August 31st, 1914.

SPECIAL NOTICE

TO

TRAINMEN

MINNETONKA-DEEPHAVEN LINES
ST. LOUIS PARK LINE
COMO-HOPKINS LINE
ST. PAUL & STILLWATER LINE
WHITE BEAR & MAHTOMEDI LINE

SUBJECT: LANTERNS

Effective immediately:

All cars in service on suburban lines, after daylight hours, shall carry two switchmen's lanterns, one provided with a white globe and the other with a red globe. The latter shall be known as the "Conductor's Lantern" and shall be used for giving warning in emergencies, flagging of following or approaching cars, etc.

Cars of the type M Control class have been provided with a receptacle on the rear platform in which this red lantern shall be carried. When cars not equipped with this receptackle are used on the Minnetonka-Deephaven, St. Paul & Stillwater, or White Bear & Mahtomedi lines, the red lantern shall be placed at the pole side of the rear vestibule adjacent to the bulkhead. In such cases aonductors are urged to see that the lantern is not removed from cars by passengers.

Cars in service on the Como-Hapkins line will be provided with both lanterns by the Starter at 4th & Central. These lanterns shall be carried in the front vestibule until the City Limits are reached at which point it shall be the duty of the conductor to place the red lantern at the pole side of the rear vestibule adjacent to the bulkhead. On the return (eastbound) trip the conductor shall return the red lantern to the front vestibule when the City Limits are reached. Both lanterns will be removed by the Starter when car arrives at 4th & Central.

On the St. Louis Park line both lanterns will be carried in the front vestibule between the 6th St. Ticket Office and Excelsior Avenue. When Excelsior Avenue is reached on westbound trip the conductor shall place red lantern in the rear vestibule as provided for on Como-Hopkins cars and on eastbound trips he shall return the red lantern to the front vestibule when the car arrives at Excelsior Avenue.

In all cases the white lantern shall be carried in the motorman's cab.

Trainmen will be held responsible for seeing that these lanterns are kept burning after dark. If, for any reason, the lanterns refuse to burn, the matter shall be reported to the Dispatcher, Supervisor, or Line Inspector, by telephone, or otherwise, at the first opportunity.

Edward Karow

Supt. St. Paul Division. Supt. Minneapolis Division
Index under "L."

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TWIN
CITY
LINES

MINNETONKA
DIVISION

FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYES ONLY

Feb. 10, 1911

No. ~~157~~ 6

TWIN
CITY
LINES

MINNETONKA

DIVISION

RULES AND REGULATIONS
For the Government and Information of
Employes Only

GENERAL RULES

1. Employes whose duties are prescribed by these rules must provide themselves with a copy.

2. In addition to these rules, Bulletin Orders and Time Tables will be issued from time to time containing special instructions, as necessity demands. Such special instructions shall be fully observed while in effect, whether in conflict with these rules or not.

3. Employes must be conversant with and obey the rules and special instructions. If in doubt as to their meaning, they must apply to proper authority for an explanation.

4. Employes must pass the required examinations.

5. All persons authorized to transact business or engaged in performing any service at stations or on trains are subject to the rules governing the employes of the Company.

6. Employes must render every assistance in their power in carrying out the rules and special instructions.

7. Any violation of the rules or special instructions must be reported.

8. No person defective in hearing, sight, or color perception, shall be employed in any branch of the service involving the use of signals or the movement of cars and trains. All persons thus employed will be required to pass an examination by one of the authorized examiners for this company as to their hearing, sight, and ability to distinguish colors.

DEFINITIONS

TRAIN—A motor or more than one motor coupled with or without cars, displaying Markers.

REGULAR TRAIN—A train represented on the Time Table. It may consist of sections.

SECTION—One of two or more trains running on the same schedule displaying signals, or for which signals are displayed.

EXTRA TRAIN—A train not represented on the Time Table. It may be designated as

EXTRA—For any extra train, except work extra.

WORK EXTRA—For work train extra.

SUPERIOR TRAIN—A train having precedence over other trains. A train may be made superior to another train by *right*, *class*, or *direction*.—

RIGHT—Is conferred by Train Order; Class and Direction by Time Table.

RIGHT is superior to Class or Direction. Direction is superior as between trains of the same class.

TRAIN OF SUPERIOR RIGHT—A train given precedence by Train Order.

TRAIN OF SUPERIOR CLASS—A train given precedence by a Time Table.

TRAIN OF SUPERIOR DIRECTION—A train given precedence in the direction specified in the Time Table as between trains of the same class.

TIME TABLE—The authority for the movement of regular trains subject to the rules. It contains the classified schedules of trains with special instructions relating thereto.

SCHEDULE—That part of a Time Table which prescribes the class, direction, number, and movement of a regular train.

MAIN TRACK—A principal track upon which trains are operated by Time Table Train Orders, or Block Signals.

SINGLE TRACK—A main track upon which trains are operated in both directions.

DOUBLE TRACK—Two main tracks, upon one of which the current of traffic is in a specified direction, and upon the other in the opposite direction.

CURRENT OF TRAFFIC—The direction in which trains will move on a main track, under the Rules.

STATION—A place designated on the Time Table by name, at which a train may stop for traffic; or to enter or leave the main track; or from which fixed signals are operated.

SIDING—A track auxiliary to a main track for meeting or passing trains.

MEETING POINT—A place where meeting or opposing trains, i. e., trains moving in opposite directions, meet by schedule or Train Order.

PASSING POINT—A place where trains moving in the same direction pass by schedule or Train Order.

FIXED SIGNAL—A signal of fixed location, indicating a condition affecting the movement of a train.

"Fixed Signals" cover such signals as whistle boards, slow boards, stop boards, yard limits, switch, block, semaphore, or other means indicating whistle, stop, caution, or proceed.

YARD—A system of tracks within defined limits provided for the making up of trains, storing of cars, and other purposes, over which movements not authorized by Time Table or by Train Order may be made, subject to prescribed signals and regulations.

YARD MOTOR—A motor or motors consigned to yard service and working within yard limits.

PILOT—A person assigned to a train when the motorman or conductor, or both, are not fully acquainted with the physical characteristics, or running rules of a road, or portion of a road over which the train is to be moved.

AUTOMATIC BLOCK SYSTEM—A block system in which the signals are operated by electric, pneumatic, or other agency actuated by a train, or by certain conditions affecting the use of a block.

HOME SIGNAL—A fixed signal controlling the entrance to a block governing movements over switches at interlockings.

DISTANT SIGNAL—A fixed signal used in connection with home signals to regulate the approach thereto.

ADVANCE SIGNAL—A fixed signal placed in advance of the home signal or switches at an interlocking to control the entrance to the block ahead.

DWARF SIGNAL—A low fixed signal.

POT SIGNAL—A revolving signal.

TIME TABLES

9. See Definitions,

10. Copies of Time Tables will be furnished to Trainmen, Yard and Road Masters, and all others concerned. Receipt of same must be acknowledged to the Superintendent on the prescribed form before the Time Table takes effect. These receipts will be filed in the Superintendent's Office. Proposed change of Time Table will be bulletined at least twenty-four (24) hours in advance.

11. Each Time Table, from the moment it takes effect, supersedes the preceding Time Table and all special instructions relating thereto.

12. A train of the preceding Time Table thereupon loses both right and class, and can thereafter proceed only by Train Order.

13. Not more than two times are given for a train at any station; where one is given it is, unless otherwise indicated, the leaving time; where two, they are the arriving and the leaving times.

14. Unless otherwise indicated, the time applies to the switch; where there is no switch, it applies to the place from which fixed signals are operated; where there is neither siding nor fixed signals, it applies to the place where traffic is received or discharged.

15. Schedule meeting or passing points are indicated by figures in red type.

16. Both the arriving and leaving times of a train are in red type when both are meeting or passing times, when one or more trains are to meet or pass it between those times.

17. Attention is called to meeting and passing points by small figures showing numbers of trains to be met or passed.

SIGNAL RULES

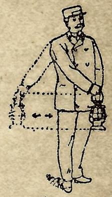
18. Employes whose duties may require them to give signals, must provide themselves with the proper appliances, keep them in good order and ready for immediate use.

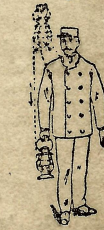
19. Flags of the prescribed color must be used by day, and lamps of the prescribed color by night.

20. Night signals are to be displayed from sunset to sunrise. When weather or other conditions obscure day signals, night signals must be used in addition.

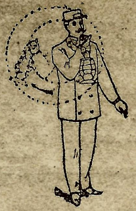
VISIBLE SIGNALS

21. MANNER OF USING	INDICATION
(*a*) Swung across the track—	Stop.
(*b*) Raised and lowered vertically—	Go ahead.

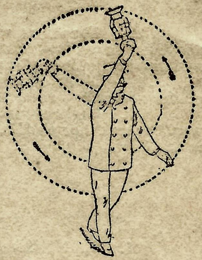




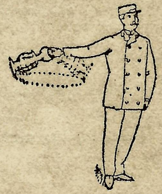
(c) Swung vertically in a circle across the track when the train is standing.	Back



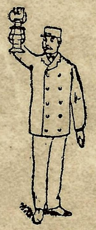
(d) Swung vertically in a circle at arm's length across the track, when the train is running.	Train has parted



(e) Swung horizontally in a circle, when the train is standing.	Apply air brakes



(f) Held at arm's length above the head, when train is standing.	Release air brakes.



22. Any object waved violently by anyone on or near the track is a signal to stop.

AUDIBLE SIGNALS

MOTOR WHISTLE SIGNALS

23. (Note)—The signals prescribed are illustrated by "o" for short sounds; "——" for longer sounds. The sound of the whistle should be distinct, with intensity and duration proportionate to the distance signal is to be conveyed.

24. SOUND	INDICATION
(*a*) o	Stop. Apply brakes.
(*b*) —— ——	Release brakes.
(*c*) —— o o o	Flagman go back and protect rear of train.
(*d*) —— —— —— ——	Flagman return from west.
(*e*) —— —— —— —— ——	Flagman return from east.
(*f*) —— —— ——	When running, train parted; to be repeated until answered by the signal prescribed by Rule 21–D
(*g*) o o	Answer to any signal not otherwise provided for.
(*h*) o o o	When train is standing, back.
(*j*) o o o o	Call for signals.
(*k*) —— o o	To call the attention of the trains of the same or inferior class to signals displayed for a following section.
(*l*) —— —— o o	Approaching public crossings at grade.
(*m*) ——————	Approaching stations, junctions, and crossings at grade.

25. A succesion of short sounds of the whistle is an alarm for persons, or cattle on the track, and calls the attention of trainmen to danger ahead.

26. The explosion of one torpedo is a signal to stop; the explosion of two, not more than 100 feet apart, is a signal to reduce speed, and look out for a stop signal.

27. A fusee on or near the track burning red must not be passed until burned out. When burning green it is a caution signal.

BELL CORD SIGNALS

CONDUCTOR TO MOTORMAN

28. SOUND	INDICATION
(*a*) Two bells.	When train is standing, start.
(*b*) One bell.	When train is running, stop at next station.
(*c*) Three bells.	When train is standing, back the train.
(*d*) Three bells.	When train is running, stop at once—emergency.
(*e*) Four bells.	When train is running, reduce speed.
(*f*) Five bells.	When train is standing, call in flagman.

MOTORMAN TO CONDUCTOR

29. SOUND	INDICATION
(*a*) One bell	Come to cab.
(*b*) Two bells.	Watch trolley.

(*c*)	Three bells.	By motorman is signal to conductor that he wishes to back train and must be answered by Conductor before train is backed.
(*d*)	Four bells.	Set rear brakes.
(*e*)	Five bells.	Pull trolley down to roof.

TRAIN SIGNALS

30. When a headlight is out of order and will not light and another cannot be procured, a white light must be displayed in the exact place of the headlight.

31. Yard motors will display the headlight to the front and rear by night. When not provided with a headlight at the rear, two white lights must be displayed. Yard motors will not display markers.

32. The following signals will be displayed, on rear of every train, as markers, to indicate the rear of the train: ; by night, a red light.

33. All sections of a train, except the last, will display on each side of the front of the motor, in places provided for that purpose: By day, two green flags; by night, two green lights. See engraving.

34. Extra trains will display, one on each side of the front of the motor, in places provided for that purpose: By day, two white flags, and by night, two white lights. See engraving.

35. When two or more motors are coupled, the leading motor only shall display signals as prescribed by Rule 33.

36. One flag or light displayed, where in Rules 32-33-34, two are prescribed, will indicate the same as two; but the proper display of all train signals is required.

37. When cars are pushed by motor (except when shifting or makin up trains in yards), a white light must be displayed on the front of the leading car by night.

USE OF SIGNALS

38. A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, must be regarded as a stop signal, and the fact reported to the Superintendent.

39. The combined green and white signal is to be used to stop a train only at the flag stations indicated on the schedule of that train. When it is necessary to stop a train at a point that is not a flag station for that train, a red signal must be used.

40. When a signal (except a fixed signal) is given to stop a train, it must be acknowledged as prescribed in Rule 24-G.

41. The regular crossing whistle signal must be sounded on approaching all public road crossings at grade and at all whistling posts.

42. Watchmen stationed at public road and street crossings must use red signals only when necessary to stop trains.

FIXED SIGNALS

43. Fixed signals are placed at drawbridges, railroad crossings, junctions, stations, and at other points, as required.

SWITCH SIGNALS

44. A red light displayed at a switch signifies "switch turned for side track." Trains must be under full control approaching such lights.

A green light signifies, "switch set for main line and track is clear "

No light on a switch should be treated the same as a red light, and trains brought to a full stop approaching such switch.

45. Train employes finding a switch or semaphore signal lamp not burning must stop and light it, and report all such instances to dispatcher at the end of the trip. All signals must be lighted and kept lighted between sunset and sunrise.

SEMAPHORE SIGNALS

46. Semaphore signals, except Train Order Signals, will be supported on a separate mast for each track. So far as practicable, they will be placed either over or upon the right of and adjoining the track to which they refer and in the same order, whether supported by a signal bridge over the tracks, by putting a bracket and two or more masts on one post, or by using separate masts from the ground.

If these be more than one arm on a mast, the upper will govern the main line, or fast-running route; the second arm will govern the diverging or slow-speed route.

47. The governing arm is displayed to the right of the signal mast, as seen from an approaching train and the indications are given by positions.

(a) An arm with square end, in a horizontal position, indicates STOP.

(b) An arm with forked end, in a horizontal position, indicates CAUTION—proceed under control.

(c) An arm inclined at an angle of 60 degrees or more below the horizontal, indicates PROCEED.

(d) At night the positions of signals will, in addition, be shown by colored lights:

Red........................STOP
Green......................CAUTION
White......................PROCEED

48. Dwarf Semaphore signals govern slow movements only, the indications being the same as for high signals.

49. Semaphore signals used for train orders are located at telephone stations. The arms have square ends, and are attached to the same mast for trains in both directions, the governing arm displayed to the right of the mast, as seen from an approaching train. The indications are the same as for other square-end semaphore signals.

CLASSIFICATION OF TRAINS

50. Trains of the first class are superior to those of the second; trains of the second class are superior to those of the third; and so on. Extra trains are inferior to regular trains.

51. Trains of the same class, in either direction, have no superior rights over trains in opposite direction, but will meet as per Time Table unless otherwise ordered by the Dispatcher.

MOVEMENT OF TRAINS

52. A train must not leave its initial station on any division, or a junction, or pass from double to single track without orders, and until it has been ascertained whether all trains due, which are superior, or of the same class, have arrived or left.

For the number of sections in each train trainmen will depend upon the advice of the crews on the passing trains, in addition to information given by the Dispatcher. All such advice must be given by word of mouth.

Motormen on arriving at a meeting point, and the train they are due to meet not being in sight will report to Dispatcher as follows:

"I am (give your name), train number........, east or west-bound, at............No.........is not in sight. Any orders for me?

53. An inferior train must keep out of the way of a superior train and clear its time at least five minutes.

54. A train failing to clear the main track by the time required by rule, must be protected as prescribed by Rule 74.

55. No train shall pass any other train at any point without first coming to a stop, and all crews shall ascertain the number and class of each train before proceeding.

56. At meeting points between trains of the same class the inferior train must clear the main track before leaving time of the superior train, and must pull into siding when practicable.

57. If necessary to back in, the train must be first protected as prescribed in Rule 74, unless otherwise provided.

58. At meeting points between trains of different classes the inferior train must take the siding and clear the superior train at least three minutes, and must pull into the siding when practicable. If necessary to back in, the train must first be protected as prescribed by Rule 74, unless otherwise provided.

59. In case a train of any kind may wish to follow a regular train, they will communicate with the Train Dispatcher in ample time to not delay regular trains. The Dispatcher will issue the necessary orders to the motorman of the regular train, who will then have a complete understanding with the motorman of the extra train, as to what his orders are, keeping a close watch to see that the extra train is following, and notify all trains at meeting points.

60. Should a train fail to follow after orders are given out by the Dispatcher, both motormen will so notify the Dispatcher at the earliest possible moment.

61. If it is absolutely necessary for an extra train to move and the telephone line is not working so that the Dispatcher can be reached and orders be obtained from him, the trainmen of a **REGULAR TRAIN** moving in the same direction may flag such **EXTRA TRAIN** without orders,by using the same precaution to notify **ALL TRAINS** they may pass and meet of such train following. The trainmen must also notify the Dispatcher at the first opportunity of this action.

62. An inferior train must keep at least three minutes off the time of a superior train in the same direction.

63. All trains will come to a full stop before passing switch point when running against the point of all automatic switches at meeting points. Speed of all trains passing over or through spring switches, and over all switches set for main track, not at meeting points, will be reduced to **EIGHT** miles per hour.

64. Regular trains at meeting points will take the right hand track, be it main line or siding. All spring switches, at permanent meeting points, will be set accordingly. All extra trains will take siding for regular trains.

65. A train must stop at schedule meeting or passing points, if the train to be met or passed is of the same class, unless the switches are right and the track clear. Trains should stop clear of the switch used by the train to be met or passed in going on the sidings.

66. Following sections of trains must keep at least 1000 feet apart, except when closing up at stations and meeting siding.

67. A train must not arrive at a station in advance of its schedule arriving time. A train must not leave a station in advance of its schedule leaving time.

68. A train must not display signals for a following section, nor an extra train be run without orders from the Dispatcher.

69. When signals displayed for a section are taken down at any point before that section arrives, the Motorman will, if there be no other provisions arrange with the Operator, with the Switch-tender, or in the absence of both with a Flagman left there for the purpose, to notify all opposing trains of the same or inferior class leaving such point, that the section for which the signals were displayed has not arrived. If possible for the Motorman to

notify opposing trains as provided herein, then the train displaying the signals shall await the arrival of the section for which signals are displayed before taking such signals down.

70. Work extras will be assigned working limits. Within these limits such trains must move with the current of traffic, unless train orders otherwise direct.

71. Trains must approach the end of double track, junctions, railroad crossings at grade, and drawbridges, prepared to stop, unless the switches and signals are right and the track is clear. Where required by law, trains must stop.

72. If practicable to avoid it, a train must not be allowed to stand on a curve between stations.

73. If a train should part while in motion, Trainmen must, if possible, prevent damage to the detached portions. The signals prescribed by Rules 21D-24F must be given, and the front portion of the train kept in motion until the detached portion is stopped.

74. When a train stops or is delayed, under circumstances in which it may be overtaken by another train, the CONDUCTOR OR FLAGMAN MUST GO BACK IMMEDIATELY WITH STOP SIGNALS A SUFFICIENT DISTANCE TO INSURE FULL PROTECTION. When recalled he may return to his train, first placing two torpedoes on the rail when the conditions require it. The front of a train must be protected in the same way, when necessary, by the Motorman.

75. When the Flagman goes back to protect the rear of his train, the Conductor must assume his duties on the train.

76. When cars are pushed by a motor (except when shifting and making up trains in yards) a Flagman must take conspicuous position on front of the leading car and signal the Motorman in case of need.

77. Switches must be left in proper position after having been used. Conductors are responsible for the position of the switches used by them and their trainmen, except where Switchtenders are stationed.

78. Both Conductors and Motormen are responsible for the safety of their trains and the proper fulfillment of all running orders received by them, either from Operators or direct from the Dispatchers governing the operation of their trains, and under conditions not provided for by the rules must take every precaution for their protection.

79. In all cases of doubt or uncertainty the safe course must be taken and no risks run.

80. Trainmen throwing switches to allow cars to pass onto sidings will, after throwing the switch, put the lock in the staple and keep their hands off the lever until the car has passed entirely over the switch. Motormen should not move the car until this is done.

RULES FOR MOVEMENT BY TRAIN ORDERS.

81. Trainmen will receive and repeat back orders ONLY to authorized Dispatcher or Operator and if in doubt question such Dispatcher until satisfied.

82. Report by telephone, or at first station, any defects in the track or wires, or with the car, and give any information affecting the safe movement of trains.

83. Do not cut out your telephone after once reporting yourself to the Dispatcher until you receive, and fully understand, his instructions. Should the telephone be working so badly that you cannot make each other understand on it, or should it fail altogether, regular trains will lose no time but proceed to their regular meeting points.

84. For movements not provided for by Time Table, train orders will be issued by authority of the Train Dispatcher. They must contain neither information nor instructions not essential to such movements.

85. They must be brief and clear; in the prescribed forms when applicable.

86. Each Train Order must be given in the same words to all persons or trains addressed.

87. Regular trains will be designated in Train Orders by their numbers, as "No. 10," or "2d No. 10;" extra trains by car numbers, as "Extra 798," with the direction when necessary, as "East" or "West."

88. To obtain orders at stations where there are operators, the Operator will call up the Dispatcher upon approach of train, who will give such orders as are necessary, he shall repeat it to the Train Dispatcher, who will O. K. same, if correct. The Operator will repeat the orders to the Motorman and Conductor of the train, for whom it is intended, who shall repeat the order in full, back to the Operator, and it will then be in full force and effect. If for any reason the line should fail before the Dispatcher completes the order, it is of no effect and then must be treated as if it had not been sent. In case the line is out of order the Dispatcher will use such other means of communicating with the Operator as may be at his command.

89. If the Operator, or one, or both of the crew, or any of them, do not understand the order, or have any doubt concerning its meaning, the Dispatcher shall be notified.

90. In no case shall the Operator, or either, or both, of the crew attempt to influence the decision of the others as to the meaning of an order, nor shall either attempt to assume the sole responsibility for its interpretation. The slightest disagreement must be referred to the Dispatcher.

91. In no case shall a train leave a siding and run out on the main track before the orders have been received by the Motorman and repeated back as provided and the Conductor has given him the proper signal to proceed.

92. To obtain orders at telephone stations where there are no Operators, the Motormen of a train will call the Dispatcher, who will give such orders as are necessary, whereupon the Motormen will repeat it to the Train Dispatcher, who will O. K. same, if correct. When the order has thus been properly completed, it will be in full force and effect. If for any reason the line should fail before the Dispatcher completes the order, it is of no effect and must be then treated as if it had not been sent.

93. When any train reaches a meeting point and finds that the train or trains to be met have not arrived, the Motorman shall *immediately* call the Dispatcher for orders as provided in Rule 92. If a train becomes 10 minutes late motorman will call Dispatcher at the first side track or siding for orders. See Rule 83.

94. In case Conductors or Motormen change off before the completion of their trip, they must carefully exchange all special orders they may have, and each must know that his orders are perfectly understood by the other. Changes of this kind, however, must never be made without permission from the Train Dispatcher.

95. When a Train Order has been repeated, and before "complete" has been given, the order must be treated as a holding order for the train addressed, but must not be otherwise acted on until "complete" has been given.

96. It the line fails before an office has repeated an order, the order at that office is of no effect, and must be then treated as if it had not been sent.

97. WHEN A TRAIN IS NAMED IN A TRAIN ORDER, ALL ITS SECTIONS ARE INCLUDED UNLESS PARTICULAR SECTIONS ARE SPECIFIED.

98. TRAINMEN MUST KNOW BEFORE PASSING TRAINS AGAINST WHICH THEY HAVE ORDERS, THAT THE TRAIN MET OR PASSED IS THE ONE SPECIFIED.

99. Unless otherwise directed, an operator must not repeat a Train Order for a train, the motor of which has passed his Train Order signal or station, until he has ascertained that the Conductor and Motorman have been notified that he has orders for them.

100. Train Orders once in effect continue so until fulfilled, superseded, or annulled. Any part of an order specifying a particular movement may be either superseded or annulled.

101. Operators will promptly record and report to the Dispatcher the time of departure of all trains and the direction of extra trains. They will record the time of arrival of trains and report it when so directed. Operators must have the proper appliances for hand signaling for immediate use, if required.

102. When an order has been given to "work" between designated points, no other extra work shall be authorized to run over that part of the track without provision for passing the Work Extra.

103. When it is anticipated that a work extra may be where it cannot be reached for orders, it may be directed to report for orders at a given time and place, or an order may be given that it shall clear the track for (or protect itself after a certain time against) a designated extra.

DUTIES OF EMPLOYES

TRAIN DISPATCHERS

104. Train Dispatchers report to and receive their instructions from the Superintendent.

105. They will issue telephone orders for the movement of trains; see that they are transmitted and recorded in the manner prescribed in the rules; keep a record showing the time of arrival and departure of trains at all open telephone offices. Such record to be carefully filed for subsequent reference.

106. They must use great care in sending Orders, and not transmit an order faster than receiving Operator can take it. They will anticipate the necessity for orders as far as possible and have them ready for trains; compel a prompt performance of duty on the part of the Trainmen, with a view to preventing delay.

CONDUCTORS AND MOTORMEN

107. Conductors and motormen report to and receive their instructions from the Superintendent. They will comply with the instructions of the Dispatchers.

108. Before going out on the road they must have a copy of the latest Time Table, and must examine the bulletin board and be fully informed as to all notices posted for their guidance.

They must compare time, before starting, with standard clock, and also check their watches with each other.

109. They are jointly and equally responsible for the safety of the train and the proper use of all precautions required by the Rules and Regulations, and although the Motormen are under the direction of the Conductors as regards the management of train, they will not obey instructions which imperil the safety of the train or involve a violation of the rules.

110. On arrival at a terminal station, or where there is an Inspector, or Foreman of Repairs, they must report to him any defects in the condition of the cars, or any imperfect action of the brakes during the trip.

111. They will report promptly by telephone to the Superintendent, any defective switch, or target lights, switch locks, etc., noticed by them.

112. RAILROAD CROSSINGS—Trains must be brought to a full stop, at a safe distance, approaching railroad crossing at grade, unless controlled by inter-locking system, and Motorman must not proceed until Conductor has gone ahead across all tracks looking both ways, and given the "Come Ahead" signal. Before starting, the Motorman will look back to see that no passengers are getting on or off; and in no case proceed, even after Conductor's signal, until he has also examined the crossing and satisfied himself that cars are not approaching.

113. In case Motormen and Conductors change off before the completion of their trip, they must carefully exchange all special orders which

they may have, and each must know that his orders are perfectly understood by the other and they must then carefully compare the orders they receive with those in the hands of the Motorman of the train to which they have transferred, before proceeding on the trip. But changes of this kind must never be made without permission from the proper officers.

114. Each Conductor must know that his train is supplied with proper signals.

115. Conductors of passenger trains will pass entirely through their train after leaving each station where their train stops, for the purpose of collecting tickets and fares; and where stops are made at long intervals, they shall frequently pass through to look after the comfort of the passengers.

116. Conductors will keep themselves thoroughly posted as to the time of arrival and departure of trains of connecting roads at junction stations.

117. Conductor will see that stations are promptly and properly called in each car in his train, stations and crossings. Where trains leave in different directions, the Conductor of each train must announce distinctly in each car before starting, the principal stations on the route.

118. Motormen are required to observe the position of all switches and must know that such switches are right before passing over them.

119. They will be held responsible for the detection and careful interpretation of all signals given while on the road, when such signals are visible from any position in the vestibule.

120. When approaching switches which they are to use, they must know positively that they are in proper position and that no portion of their train or car is allowed to stand where it will obstruct other tracks improperly.

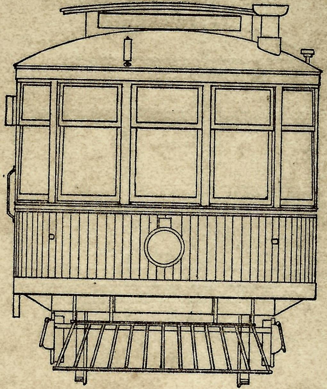
121. When switches are being turned ahead of approaching cars, Motormen must know that their train is under control, so as to avoid derailment in case of the imperfect working of the switch.

122. They will report the absence of lights at switches where lights should be shown, and in approaching such switches they will reduce speed, with the train under control, until the position of the switch is determined.

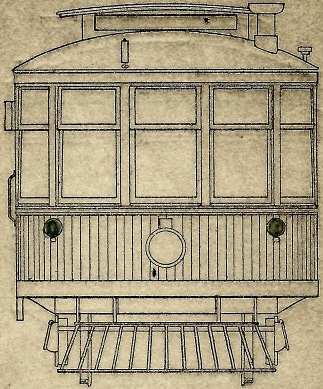
123. They must not move any train or car at night without a light in front and rear. If any accident should happen to the headlight, a lantern must be used in its place.

124. Motormen will, under no circumstances, allow anyone, no matter what rank, to operate any of the machinery on the car, unless they have a letter directed to them personally and signed by the Superintendent; in which case they will be held accountable for the safety of the train.

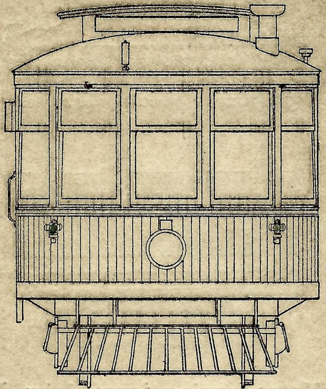
125. Under no circumstances shall the Conductor remain in the Motorman's vestibule longer than is necessary to properly receive or deliver Train Orders.



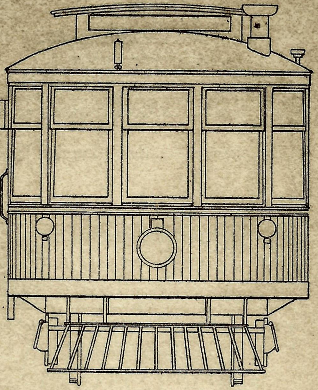
Motor running forward by Day or Night as a Regular Carded Train. See rule.



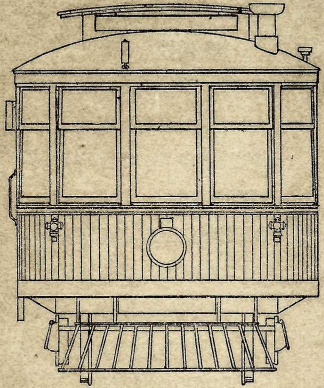
Motor running forward by Day displaying **GREEN FLAG** signals for a following section. See rule.



Motor running forward by Night displaying **GREEN LIGHT** signals for a following section. See rule.



Motor running forward by Day displaying **WHITE FLAG** signals indicating an Extra Train not carded. See rule.



Motor running forward by Night displaying **WHITE LIGHT** signals indicating an Extra Train not carded. See rule.

Location Telephone Boxes

DOUGLASS AND HENNEPIN
LAKE AND HENNEPIN
HARRIET LOOP
SAND PIT, CITY LIMIT
BROOKSIDE
HOPKINS SUBSTATION
9TH AVE., HOPKINS
DEEPHAVEN JUCTION
GLEN LAKE
PURGATORY
FAIR OAKS
DOCK STATION
2ND ST., EXCELSIOR
END OF DOUBLE TRACK
WILDHURST
TONKA BAY

DEEPHAVEN LINE

FLAGMAN'S TOWER AND HOUSE
DEEPHAVEN TERMINAL

Office DEPOT®

Display Ad 3 -- No Title
Minneapolis Tribune (1867-1908); Jun 4, 1906;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 6

New Electric Car Service to Lake Minnetonka

NOW IN EFFECT

New "Limited Car" Service
New "Express Boat" Service

West Bound Limited Leave Minneapolis } **5:19, 5:34, 5:49 p.m.**

EASTBOUND

Leave Excelsior 7:15, 7:30, 7:45 a. m.

"Get a Time Table" at Ticket Office and Waiting Room, 13 North Sixth Street, "where all Minnetonka cars start."

Display Ad 6 -- No Title
Minneapolis Tribune (1867-1908); Aug 25, 1906;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 3

HOW TO ENJOY SUNDAY

FIRST—GO TO LAKE MINNETONKA BY TROLLEY—FINEST ELECTRIC RIDE IN AMERICA!

Two lines—one to Excelsior (the double-tracked "Great White Way" line)—one to Deephaven (the picturesque line through the woods).

You can go out on one line, connect with a Deephaven Express Boat and enjoy a fine half-hour trip along the South Shore to the other line to return home. A great scenic belt trip for only 60 cents, including boat trip.

Cars will leave Ticket Office, 13 North Sixth street, on Sunday for Excelsior every ten minutes, and for Deephaven every hour.

A trip to the lake on Sunday with a delightful two-hour boat trip thrown in means an expenditure of only 70 cents from your home and return to your home. It also means enjoying the cleanest, fastest, pleasantest electric trip you ever made, through a glorious Meadow, Lake and Hill country. A bracing, exhilarating boat trip with scenes to rest your eyes and sunshine and air to refresh you for another week.

WHEN YOU GET TO EXCELSIOR

You have the choice of five Express lines of boats to enjoy the lake to the best advantage. One or two-hour round trips on the fastest, safest, best boats on lake, only 20 cents. Always a boat for you. No long waits.

Deephaven-Wayzata Boats—Leave Excelsior every hour, 7:15 a. m. to 9:15 p. m.

Tonka Bay-Beach Boats—Every hour, 7:00 a. m. to 10:00 p. m.

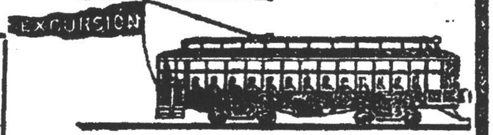
Tonka Bay-Spring Park Boats—Every hour, 7:30 a. m. to 9:30 p. m.

Tonka Bay-Zumbra Heights Boats—Every hour from 7:45 a. m. to 9:45 p. m.

For those who desire a Round Trip Excursion on the Lake a large Twin City steamer will leave Excelsior for a 2½ hour lake trip at 3:30 p. m. calling at Tonka Bay at 3:45 p. m. and 5:45 p.m. Tickets only 20 cents on sale at docks.

VISIT BIG ISLAND PARK.

Free transfers on all tickets from Minneapolis to Ferry Boats at Excelsior to Big Island Park. The ideal place to enjoy rest and quiet. Wander around this glorious island, enjoy its scenery and great trees. "No spot in all the world more beautiful." Fare from any point in Minneapolis by transfer, to Big Island Park (including a fine 2-mile boat ride) each way, only 25 cents.



Throw Physic Away and Try This Fresh Air Plan Sunday!

Display Ad 31 -- No Title
Minneapolis Tribune (1867-1908); Jul 2, 1908;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 2

LAKE MINNETONKA

RESIDENTS AND SHIPPERS

SOMETHING NEW FOR YOUR BENEFIT

BAGGAGE AND EXPRESS SERVICE

For the accommodation of Lake Minnetonka Residents and Minneapolis business houses, "The Twin City Lines" announce the inauguration of a Fast Baggage and Express Package Service commencing

MONDAY, JULY 6, AS FOLLOWS:

BAGGAGE SERVICE.

Commencing July 6, 1908, and daily thereafter, during Summer season (except Sunday), Personal Baggage will be carried over the lines of this Company between Minneapolis and Lake Minnetonka points subject to the following rules and conditions:

The term "Baggage" applies only to trunks, valises, dress suit cases, telescopes, satchels, handbags, or steamer bags containing wearing apparel or personal effects of owner.

"Baggage" does not mean household goods in any form whatever, sewing machines, lawn mowers, garden tools, tents, rolls of rugs, etc., which will be carried only as Express commodities.

Only such Baggage as is commonly accepted by any steam railroad will be checked, and under no circumstances will any single piece of Baggage weighing more than 150 pounds be accepted.

All Baggage from Minneapolis to Lake Minnetonka points must be delivered at the Company's Ticket Office and Waiting Room, 17 Sixth street N, and all baggage from Lake Minnetonka points to Minneapolis will be delivered at the same place in Minneapolis by the Company, from which place owner must have same removed within 24 hours after delivery. Otherwise Baggage will be subject to Storage Charges.

Baggage will be accepted only on presentation of regular Lake Minnetonka 25-Ride, or Students' 25-Ride Commutation Tickets, or Lake Minnetonka 50-Cent Round Trip Ticket (Form 3). No Baggage will be checked on Special Excursion Ticket (Form 1).

Only 150 pounds of Baggage, whether in one or more pieces, will be received on any one ticket for any one trip of the Baggage Car.

In carrying Personal Baggage, this Company does not assume any liability after Baggage is deposited at destination, whether Crossroad, Station or Dock to which Baggage is checked. Owner must take care of Baggage immediately on delivery at destination to protect same from damage by rains or destruction, or loss or damage by any other means. After delivery of Baggage at destination, to which it has been checked, this Company cannot, and does not, agree to any further liability, and such Baggage will be deposited at Crossroad, Station or on Dock at sole risk of owner.

EXPRESS SERVICE.

Express Packages will be shipped to and from any point reached by the Baggage and Express Car of this Company (no Express carried on Boats), as shown on the Baggage and Express Car Time Tables printed by the Company.

Shippers are thus advised when to have Shipments ready at Car Stopping Places for shipment to Minneapolis, and also when to expect shipments from Minneapolis.

CHEAP COMMODITY RATES.

Between Minneapolis, Excelsior, Tonka Bay, Deephaven, and Intermediate Points.

GENERAL MERCHANDISE.

General Merchandise (other than Personal Baggage) will be carried over the Car lines only of this Company, (not on Boat lines), at the following rates:

20 lbs. and less...	15 cents
21 lbs. to 50 lbs...	25 cents
51 lbs. to 75 lbs...	30 cents
76 lbs. to 100 lbs..	35 cents
101 lbs. and over..	40 cents per 100 lbs.

The below rates are based on valuation of not to exceed $50 for each Article. This Company will not handle any article exceeding $50 in value.

SPECIAL EXCEPTIONS.

Beer, in cases.....		30 cents per 100 lbs.
Furniture		double General Merchandise Rates
Milk in cans—	5 gallons........	15 cents
	8 gallons........	17 cents
	10 gallons........	20 cents

No charge less than 15 cents.

Sewing machines (crated) regular merchandise rates. Sewing machines (uncrated), double regular merchandise rates.

TWIN CITY LINES

PAYMENTS FOR EXPRESS.

All payments for Express must be made at the Company's Ticket Office and Waiting Room, 17 Sixth street N, Minneapolis.

Westbound, all shipments from Minneapolis to Excelsior, Tonka Bay, Deephaven, or Intermediate Stations, Must be Prepaid at Ticket Office, where shipments will be properly weighed and billed before being shipped.

Eastbound, all shipments will be delivered at Ticket Office, where they will be weighed, billed and collections made for same before delivery to consignee.

EXPRESS SERVICE.

All shipments from Minneapolis to Excelsior, Tonka Bay, Deephaven, or Intermediate Stations, must be delivered at the Company's Ticket Office and Waiting Room, 17 Sixth street N, Minneapolis, and all shipments from Deephaven, Tonka Bay, or Excelsior, or Intermediate Stations to Minneapolis, will be delivered at the same place in Minneapolis, by the Company, from which place owner must have same removed within 24 hours after delivery. Otherwise Shipments will be subject to Storage Charges.

SPECIAL NOTICE.

All Baggage or Express shipments from Minneapolis to Lake Minnetonka and Intermediate Points must be delivered at the Company's Ticket Office and Waiting Room, 7 Sixth street N, Minneapolis, before 12 o'clock noon for shipment that day. Shipments received after that hour to be dispatched the next day.

D. L. Sacre, Ticket Agent.

W. A. Hanson, Asst. Ticket Agent.
Ticket Office—17 Sixth street N, Minneapolis.
Telephones—N. W. 2071—T. S. 3133.

For any further information regarding Baggage or Express Service, please telephone, call on or write to

A. W. WARNOCK,
General Passenger Agent.
General Office—Hennepin Ave. and Eleventh St., Minneapolis.
Telephones—N. W. 4580—T. S. 3134.

Lake Schedule in Effect Saturday
Minneapolis Morning Tribune (1909-1922); May 10, 1909;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922
pg. 5

Lake Schedule in Effect Saturday

"Early Bird" Car to Start for 'Tonka at 4:03 o'Clock A. M.

Old Str. Excelsior and "40-Mile Cruise" Are No More.

"Shimmering Gems of Sparkling Crystal," "Land of Sylvan Lakes," "Where Nature's Heart Beats Strong," "Summer Alluring Call of the Fields" and "Restful Fields are Cloth of Velvet," "List to the Rural Scenes, the Best Tonic for the Tired" are a few of the choice gems of persuasive advertising that adorn the pages of one of the very latest publications of the Twin City Rapid Transit company.

The publication is a 48-page folder, replete with information regarding Twin City trolley trips, containing 69 illustrations of scenes that woo the tired city worker, 12 charts, a large colored panoramic map of the entire street railway system and a cover design that wins a second look. Its compilation is the work of A. W. Warnock, general passenger agent of the company, and there are those who say that, in all-around quality, descriptive matter, variety of information and helpful maps and schedules, it surpasses any previous effort of Mr. Warnock's.

Two other folders are put out at the same time, both Warnock productions. One tells the stranger and the untraveled resident how to see the Twin Cities, and is complete with all necessary information. The other discourses on the beauties of Big Island park, Lake Minnetonka, and of other "joys and charms" of the lake. It tells how to get to the park, what to do there and how to get back home.

The summer schedule for Minnetonka service goes into effect next Saturday. The first car to Excelsior will leave Sixth street and Hennepin avenue at 4:03 a. m., daily, and will be known as "The Early Bird." The next car will leave at 6:03 a. m., and cars will follow every 30 minutes up to 7:03 p. m. Later cars will leave at 8:03, 9:03 and 11:03 p. m.

For Tonka Bay the first car will leave at 6:03 a. m., and there will be cars every 30 minutes after that until 10:03 p. m. The last car will leave at 11:03 p. m.

For Deephaven the morning leaving schedules read 6:58, 7:58, 9:58 and 11:58, while the afternoon schedules are 1:58, 3:58, 4:58 and 5:58.

Express boats of the lower lake division will leave Excelsior for Wayzata and way ports at 6:15 a. m. and every hour thereafter up to 6:15 p. m. They will leave Excelsior for Minnetonka Beach at 6:45 a. m. and every hour after that until 6:45 p. m.

For the upper lake, express boats will leave Wildhurst for Spring Park at 7 a. m. and every hour from that on up to 7 p. m. Boats will leave Wildhurst for Zumbra Heights at even hours from 7 a. m. to 7 p. m.

The steamer Excelsior, which is about 12 years old, and the oldest large boat on the lake, will be put out of commission, and the "40-mile cruise" will be abandoned, as the express boats are said to have proved so popular as to supply the demand.

Big Island park will be devoted to picnics and outings, and no bands or big entertainment features will be provided there. The park will open on Saturday, May 29. Tonka Bay hotel will open June 12.

BETWEEN ST. PAUL, WILDWOOD, WHITE BEAR AND STILLWATER

(Additional 15 Minute Service to Wildwood from 9:45 am to 8:00 pm)

CARS LEAVE WABASHA AND SEVENTH STREETS (CARDS 1908, 1888, 1920)

WILDWOOD 12 MILES	AM.	AM.	and every half hour	PM.	PM.	and every half hour	PM.	PM.	PM.	PM.	PM.	PM.
Leave St. Paul......	6:15	6:30		4:30	4:55		6:25	7:00	8:00	9:00	10:00	11:15
Arrive Wildwood...	6:57	7:12		5:12	5:37		7:07	7:42	8:42	9:42	10:42	11:57
Arrive Stillwater....	7:20	7:35		5:35	6:00		7:30	8:05	9:05	10:05	11:05	12:20
STILLWATER 20 M	AM.	AM.			and every half hour			PM.	PM.	PM.	PM.	AM.
Leave Stillwater.....	6:45	7:20	....				....	8:20	9:20	10:10	11:10	12:23
Leave Wildwood....	7:08	7:43	....				....	8:43	9:43	10:33	11:33	12:46
Arrive St. Paul.....	7:50	8:25	....				....	9:25	10:25	11:15	12:15	1:28

On Sundays, leave St. Paul at 7:00 am., and every half hour to 9:00 pm.—then 10:00, 11:15 pm. Leave Stillwater 7:20 am. and every half hour to 9:50 pm.—then 10:10, 11:10 pm., 12:23 am.

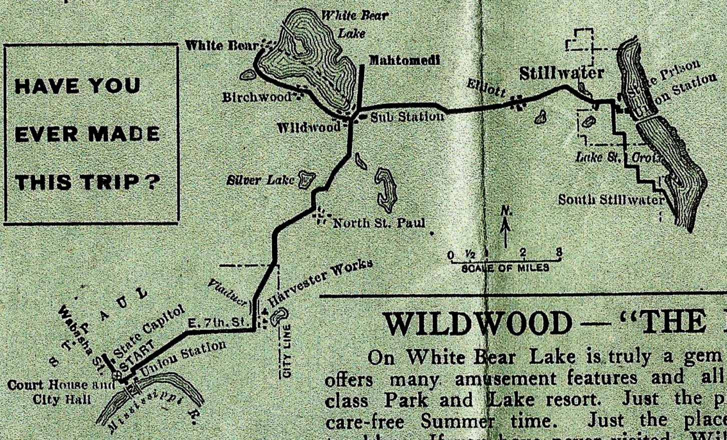
Leave Wildwood for White Bear at 6:37, 7:12 am. and every hour to 9:12 pm.—then 10:00, 10:57 pm. Leave White Bear for Wildwood at 7:00, 7:28 am., and every hour to 9:28 pm.—then 10:18, 11:10 pm.

Leave Wildwood for Mahtomedi at 6:56, 7:12, 7:42 am., and every hour to 5:42 pm.—then 6:12, 6:42 pm., and every hour to 10:42 pm. Leave Mahtomedi for Wildwood 7:05, 7:35, 8:05 am. and every hour to 6:05 pm.—then 6:35, 7:05 pm. and every hour to 9:05 pm.—then 9:53, 10:50 pm.

HAVE YOU

EVER MADE

THIS TRIP?


White Bear Lake
White Bear
Mahtomedi
Birchwood
Wildwood
Sub Station
Elliott
Stillwater
State Prison
Union Station
Lake St. Croix
Silver Lake
South Stillwater
North St. Paul
N.
0 ½ 1 2 3
SCALE OF MILES
Harvester Works
Viaduct
CITY LINE
E. 7th. St.
ST. PAUL
Wabasha St.
State Capitol
START
Union Station
Court House and City Hall
Mississippi R.

WILDWOOD — "THE BEAUTIFUL"

On White Bear Lake is truly a gem set in the wild wood. It offers many amusement features and all the attractions of a first class Park and Lake resort. Just the place to enjoy the good old care-free Summer time. Just the place to make you forget your troubles. If you have never visited Wildwood you have a treat in

---

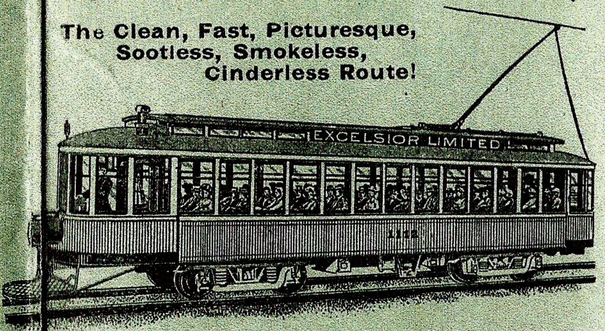
PERFECTION OF ELECTRIC SERVICE

The "TWIN CITY-LAKE MINNETONKA ELECTRIC LINES" represent the perfection of electric railroad construction. Double tracks of 80 pound steel rails, laid on a perfectly graded private right of way, lead through a Meadow, Lake and Hill country of surpassing beauty. The famous 300 horse-power

"EXCELSIOR LIMITED"

Cars make the highest speed to and from Lake Minnetonka with perfect comfort and safety. Nothing to equal the enjoyable trip they'll give you. Just as exhilarating as automobiling!

The Clean, Fast, Picturesque, Sootless, Smokeless, Cinderless Route!


EXCELSIOR LIMITED

A NEW 25 RIDE TICKET FOR $4.50

Now on sale by this Company with all the privileges of the old 50 ride. Transferable from one person to another, but receivable for fare from only one person on a trip. Good for transfer to and from Express Boats, and to local car line

---

IN EFFECT JULY 22, 1906.

No. 7

LAKE MINNETONKA

CAR AND BOAT SERVICE

"TWIN CITY" ELECTRIC LINES

TIME TABLES—MINNEAPOLIS AND LAKE MINNETONKA ELECTRIC CARS

Starting Point of all Lake Minnetonka Cars in Minneapolis — Ticket Office, 13 North Sixth Street. Telephones--N. W. 4580--T. C. 3133.

EXCELSIOR LINE—WEEKDAYS.

"Lake Minnetonka" or "Excelsior Local" Cars.

Leave Minneapolis....	6:04 am	and every hour	9:04 pm	10:04 pm
Arrive Excelsior.......	6:50 am		9:50 pm	10:45 pm
Leave Excelsior.......	7:00 am		10:00 pm	10:45 pm
Arrive Minneapolis....	7:46 am		10:46 pm	11:30 pm

"Early Bird" car leaves Minneapolis at 4:04 am. Extra cars also at 6:34, 6:49, 7:19 am. **"Owl"** car leaves Minneapolis on Wednesday and Saturday nights at 11:34 pm., leaves Excelsior at 12:20 am.

"Excelsior Limited" Cars.

18 MILES	AM.	and every hour	PM.	PM.	PM.	PM.	PM.	PM.	PM.
LEAVE MINNEAPOLIS.......	8:34		4:34	5:19	5:34	5:49	6:34	7:34	8:34
ARRIVE EXCELSIOR.........	9:13		5:13	5:58	6:13	6:28	7:13	8:13	9:13

CARD 2007	AM.	AM.	AM.	AM.	AM.	and every hour	PM.
Leave Excelsior............	7:15	7:30	7:45	8:15	9:30		9:30
Arrive Minneapolis.........	7:54	8:09	8:24	8:54	10:09		10:09

MINNETONKA CAR STOPS AT SUBURBAN POINTS

Lake Minnetonka, Excelsior Local and **Deephaven** cars make no stops between Lake Harriet and Deephaven Junction except, westbound, to receive passengers for points west of Deephaven Junction, and eastbound, to discharge passengers from points west of Deephaven Junction.

Excelsior Limited and **Excelsior Excursion** cars make no stops in either direction between Lake Harriet and Excelsior.

Signal stops on Excelsior Line west of Lake Harriet:—City Limits, Browndale, Abbott Park, Mendelssohn, Sub Station, Hopkins, Deephaven Junction, Glen Lake, Chanhassen Road, Vine Hill, Christmas Lake, Terminal Docks, Excelsior.

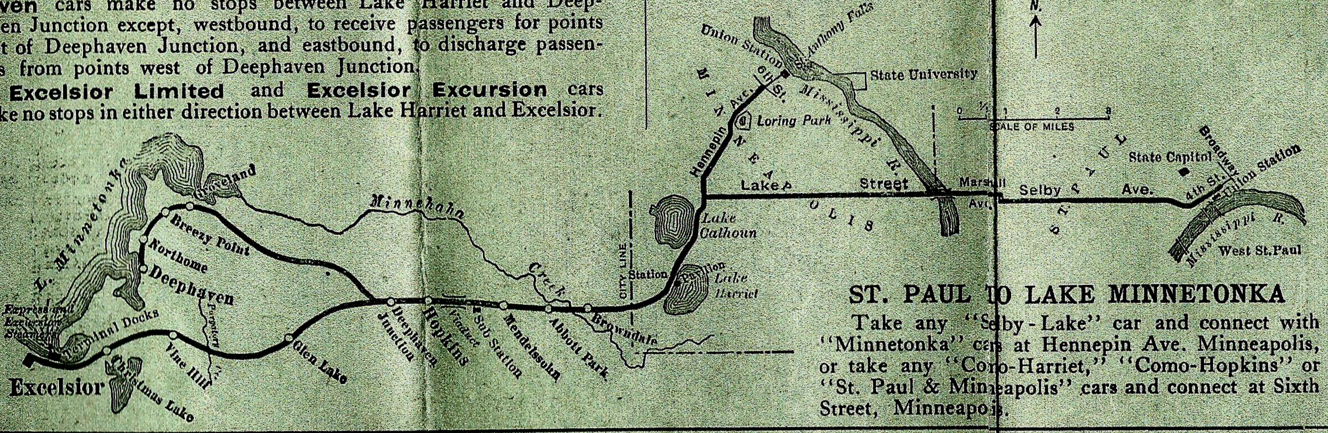
Signal stops on Deephaven Line west of Deephaven Junction:—Minnetonka Boulevard, Groveland, Breezy Point, Northome, Deephaven.

MINNETONKA CAR STOPS IN MINNEAPOLIS.

All westbound Minnetonka cars stop on signal at 6th, 7th, 12th Streets, Groveland and Douglas Avenues, Lake Street and Lake Harriet "Platform" to RECEIVE passengers only. All eastbound cars stop on signal at same points to DISCHARGE passengers only, except at Lake Harriet "Loop" instead of Lake Harriet "Platform" and not at Douglas Avenue.

EXCELSIOR LINE—SUNDAYS.

CARD 1991	AM.	AM.	AM.	and every 10 minutes	PM.	PM.	PM.
Leave Minneapolis.	4:04	6:04	7:04		10:04	10:34	11:34
Arrive Excelsior..	4:50	6:50	7:50		10:50	11:20	12:20
Leave Excelsior...	7:00	7:30	8:00		11:00	11:30	12:20
Arrive Minneapolis	7:46	8:16	8:46		11:46	12:16	1:06


N.
Union Station
6th St.
St. Anthony Falls
State University
Mississippi R.
Hennepin Ave.
Loring Park
MINNEAPOLIS
0 ½ 1 2 3
SCALE OF MILES
Lake Street
Marshall Ave.
Selby Ave.
ST. PAUL
State Capitol
Broadway
4th St.
Union Station
Mississippi R.
West St. Paul
Lake Calhoun
Lake Harriet
Pavilion
Station
CITY LINE
Browndale
Abbott Park
Mendelssohn
Sub Station
Viaduct
Hopkins
Deephaven Junction
Minnehaha Creek
Glen Lake
Vine Hill
Christmas Lake
Terminal Docks
Express and Excursion Steamers
Excelsior
L. Minnetonka
Groveland
Breezy Point
Northome
Deephaven

ST. PAUL TO LAKE MINNETONKA

Take any "Selby-Lake" car and connect with "Minnetonka" cars at Hennepin Ave. Minneapolis, or take any "Como-Harriet," "Como-Hopkins" or "St. Paul & Minneapolis" cars and connect at Sixth Street, Minneapolis.

DEEPHAVEN LINE—WEEKDAYS.

"Deephaven" Cars.

CARD 2008

17 MILES	AM.	AM.	AM.	AM.	AM.	PM.	PM.	PM.	PM.
Leave Minneapolis..	3:45	6:59	7:59	9:59	11:59	1:59	3:59	4:59	5:59
Arrive Deephaven..	4:25	7:39	8:39	10:39	12:39	2:39	4:39	5:39	6:39
Leave Deephaven...	6:45	7:45	8:45	10:45	12:45	2:45	4:45	5:45	6:45
Arrive Minneapolis.	7:25	8:25	9:25	11:25	1:25	3:25	5:25	6:25	7:25

An Extra car leaves Minneapolis at 8:59 pm., leaves Deephaven at 10:00 pm. Saturdays only an Extra car leaves Minneapolis at 12:59 pm., leaves Deephaven at 1:45 pm.

DEEPHAVEN LINE—SUNDAYS (1992)

Leave Minneapolis...	3:45 am	7:59 am	and every hour	8:59 pm
Arrive Deephaven...	4:25 am	8:39 am		9:39 pm
Leave Deephaven...	6:45 am	8:45 am		10:00 pm
Arrive Minneapolis..	7:25 am	9:25 am		10:40 pm

COMO-HOPKINS LINE—WEEKDAYS 1947

"Como-Hopkins" cars leave Robert and 6th Sts., St. Paul, for Hopkins, at 5:00, 6:06, 6:34 am. and every half hour to 4:34 pm.—then 5:01 and every half hour to 6:31 pm.—then 7:04, 8:04, 9:04, 10:24 pm. Leave Washington and Hennepin Aves., Minneapolis, at 5:36, 6:00 am. and every half hour to 8:00 pm.—then 9:00, 10:00, 11:20 pm. Leave Hopkins for Minneapolis and St. Paul at 6:21 am. and every half hour to 7:51 pm.—then 8:22, 9:22, 10:22, 11:22, 12:00 midnight.

"Como-Hopkins" cars make all regular stops on signal in St. Paul and Minneapolis, as well as Xerxes and Beard Avenues and all suburban stops between Lake Harriet and Hopkins.

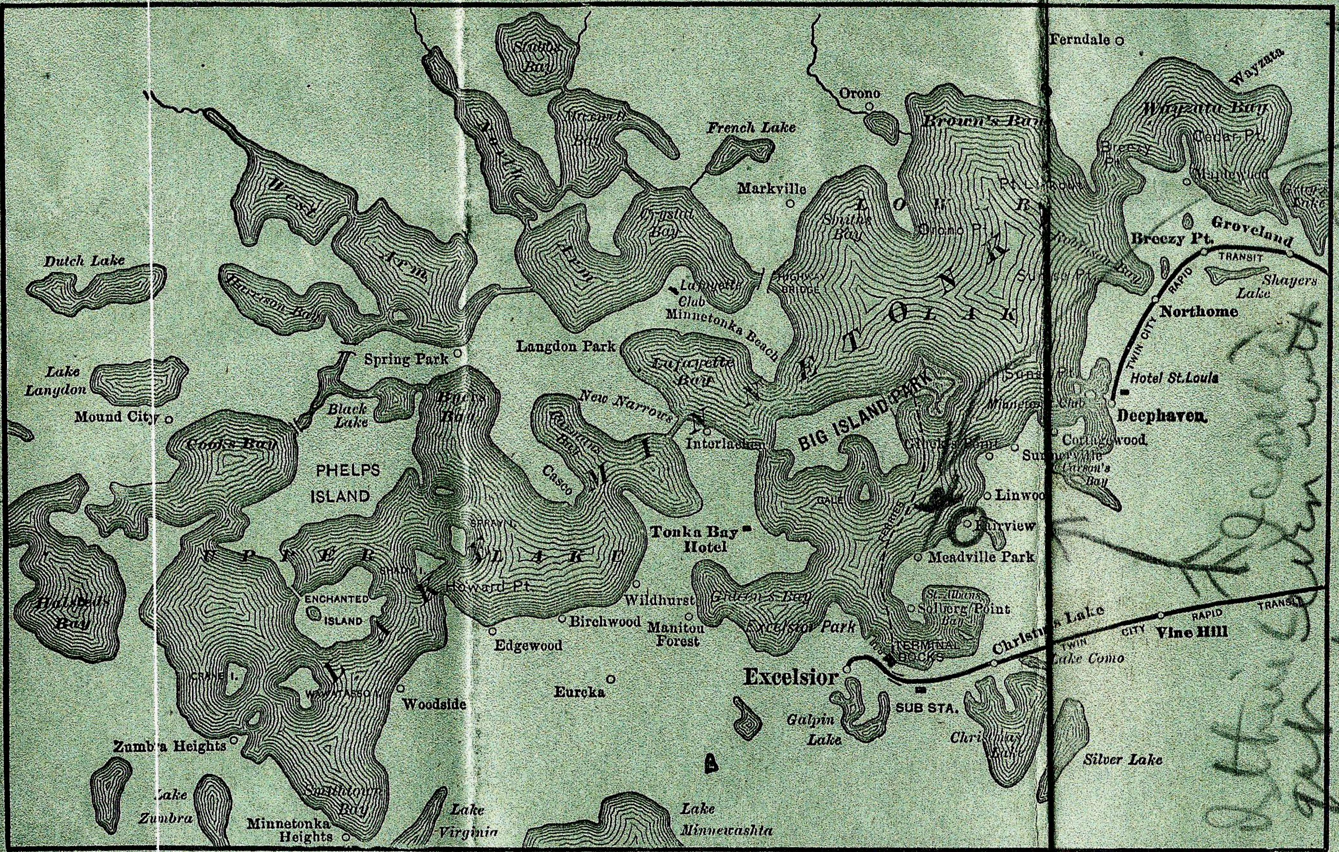
COMO-HOPKINS LINE—SUNDAYS (1977)

"Como-Hopkins" cars leave St. Paul at 6:06, 7:01, 8:01 am. and every half hour to 9:31 pm.—then 10:11 pm. Leave Minneapolis, at 6:30 am., and every half hour to 10:30 pm.—then 11:10 pm. Leave Hopkins at 7:21 am. and every half hour to 11:21 pm.—then 11:55 pm.

For connections at Excelsior and Deephaven to and from fast, comfortable "Twin City Express Boats," reaching all principal lake points, see inside pages.

* Indicates Private Dock landing at which Picnic Parties and the Public generally are not permitted to land.

LAKE MINNETONKA — THE TWIN CITIES' SHINING SHOWPLACE.


Ferndale
Wayzata
Wayzata Bay
Cedar Pt.
Breezy Pt.
Maplewood
Gideon's Bay
Orono
Brown's Bay
Stubbs Bay
French Lake
Markville
Crystal Bay
Smith's Bay
Orono Pt.
Pt. Lookout
Robinson's Bay
Groveland
Shavers Lake
Transit
Rapid
Twin City
Northome
Hotel St. Louis
Deephaven
Cottagewood
Carson's Bay
Sunnyside
Minnetonka Club
Dutch Lake
West Arm
Harrison Bay
Lafayette Club
Arcola Bridge
Minnetonka Beach
Lafayette Bay
Spring Park
Langdon Park
Lake Langdon
Mound City
Black Lake
Cooks Bay
Phelps Island
Priests Bay
Jennings Bay
New Narrows
Interlachen
Big Island Park
Casco
Lower Lake
Minnetonka
Upper Lake
Spray Island
Tonka Bay Hotel
Linwood
Fairview
Meadville Park
Howard Pt.
Halsted's Bay
Enchanted Island
Crane I.
Wawatasso I.
Wildhurst
Birchwood
Manitou Forest
Edgewood
Gideon's Bay
Excelsior Park
St. Albans Bay
Solberg Point
Christmas Lake
Vine Hill
Lake Como
Terminal Docks
Excelsior
Sub Sta.
Eureka
Woodside
Galpin Lake
Christmas Bay
Silver Lake
Zumbra Heights
Lake Zumbra
Smithtown Bay
Minnetonka Heights
Lake Virginia
Lake Minnewashta

LAKE MINNETONKA is 20 miles long by 4 miles wide, with a charmingly irregular shore line of over 300 miles. Its channels, islands and bays are continually revealing new vistas of blue dancing water. The lake shores are dotted with handsome cottages of Twin City people, and here and there are fine hotels and club houses. Scores of sail boats, launches and steamers add life and color to the beautiful scene. The lake is "The Twin Cities' Shining Showplace," should be seen by every visitor.

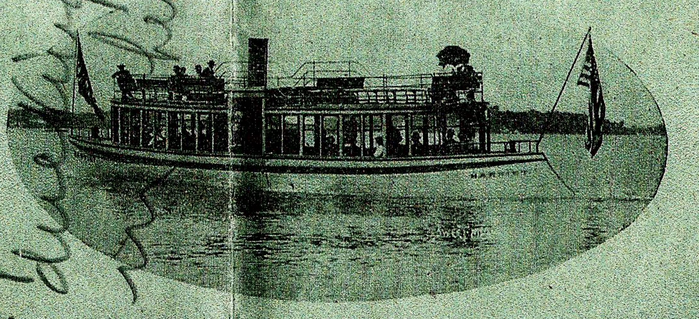
TO SEE LAKE MINNETONKA

IN THE MOST COMFORTABLE AND INEXPENSIVE WAY TAKE ANY OF THE SPLENDID

"TWIN CITY EXPRESS BOATS"

These boats are all new this season, and, like all other Twin City equipment, they embody the latest ideas for comfort, safety, speed and beauty. They are the SAFEST, FASTEST, HANDSOMEST, BEST boats on the lake!

FARE From Excelsior to any point reached by these fine boats, each way, only **10 CENTS**



This means that you can make a delightful one or two hour boat trip (according to the route you select — see above time-tables) for only . . . **20 CENTS**

Connections made to and from fast Electric Cars at Excelsior and Deephaven to and from the Twin Cities.

"TWIN CITY" EXPRESS BOATS.

COMO HARRIET HOPKINS
MINNEHAHA STILLWATER WHITE BEAR

EXCURSION BOATS.

PURITAN PLYMOUTH
MAYFLOWER

FERRY BOATS.

MINNEAPOLIS SAINT PAUL
MINNETONKA

BOATS OPEN FOR CHARTER TO SPECIAL PARTIES AT REASONABLE RATES.

A. W. WARNOCK, General Passenger Agent.

Minneapolis Telephones — N. W. Main 4580 — T. C. 3134 St. Paul — N. W. 2616.

Letter received
yet [illegible] went
Hope you had a fine and good
[illegible] dear
[illegible]

TIME TABLES—TWIN CITY "EXPRESS BOATS"—WEEKDAYS

SUNDAYS

‡ Indicates connection to and from cars on Deephaven Line

BETWEEN EXCELSIOR, DEEPHAVEN AND WAYZATA (Lower Lake)

Leave Excelsior	6:15 am	7:15 am	8:15 am	9:15 am	10:15 am	11:15 am	12:15 pm	1:15 pm	2:15 pm	3:15 pm	4:15 pm	5:15 pm	6:15 pm	7:15 pm	8:15 pm	7:15 am		
“ Meadville * See Note	6:18 am	7:18 am	8:18 am	9:18 am	10:18 am	11:18 am	12:18 pm	1:18 pm	2:18 pm	3:18 pm	4:18 pm	5:18 pm	6:18 pm	7:18 pm	8:18 pm	7:18 am		9:18 pm
“ Fairview *	6:22 am	7:22 am	8:22 am	9:22 am	10:22 am	11:22 am	12:22 pm	1:22 pm	2:22 pm	3:22 pm	4:22 pm	5:22 pm	6:22 pm	7:22 pm	8:22 pm	7:22 am		9:22 pm
“ Linwood *	6:27 am	7:27 am	8:27 am	9:27 am	10:27 am	11:27 am	12:27 pm	1:27 pm	2:27 pm	3:27 pm	4:27 pm	5:27 pm	6:27 pm	7:27 pm	8:27 pm	7:27 am		9:27 pm
“ Summerville *	6:35 am	7:35 am	8:35 am	9:35 am	10:35 am	11:35 am	12:35 pm	1:35 pm	2:35 pm	3:35 pm	4:35 pm	5:35 pm	6:35 pm	7:35 pm	8:35 pm	7:35 am		9:35 pm
“ Cottagewood *	6:39 am	7:39 am	8:39 am	9:39 am	10:39 am	11:39 am	12:39 pm	1:39 pm	2:39 pm	3:39 pm	4:39 pm	5:39 pm	6:39 pm	7:39 pm	8:39 pm	7:39 am		9:39 pm
Arrive Deephaven	‡6:45 am	‡7:45 am	‡8:45 am	9:45 am	‡10:45 am	11:45 am	‡12:45 pm	1:45 pm	‡2:45 pm	3:45 pm	‡4:45 pm	‡5:45 pm	‡6:45 pm	7:45 pm	8:45 pm	‡7:45 am	and	‡9:45 pm
Leave Deephaven	6:45 am	7:45 am	8:45 am	9:45 am	10:45 am	11:45 am	12:45 pm	1:45 pm	2:45 pm	3:45 pm	4:45 pm	5:45 pm	6:45 pm	7:45 pm	8:45 pm	7:45 am		9:45 pm
“ Breezy Point *	6:57 am	7:57 am	8:57 am	9:57 am	10:57 am	11:57 am	12:57 pm	1:57 pm	2:57 pm	3:57 pm	4:57 pm	5:57 pm	6:57 pm	7:57 pm	8:57 pm	7:57 am		9:57 pm
Arrive Wayzata	7:05 am	8:05 am	9:05 am	10:05 am	11:05am	12:05 pm	1:05 pm	2:05 pm	3:05 pm	4:05 pm	5:05 pm	6:05 pm	7:05 pm	8:05 pm	9:05 pm	8:10 am		10:10 pm
Leave Wayzata	7:20 am	8:20 am	9:20 am	10:20 am	11:20 am	12:20 pm	1:20 pm	2:20 pm	3:20 pm	4:20 pm	5:20 pm	6:20 pm	7:20 pm	8:20 pm	9:20 pm	8:20 am	every	10:20 pm
“ Breezy Point *	7:30 am	8:30 am	9:30 am	10:30 am	11.30 am	12:30 pm	1:30 pm	2:30 pm	3:30 pm	4:30 pm	5:30 pm	6:30 pm	7:30 pm	8:30 pm	9:30 pm	8:30 am		10:30 pm
Arrive Deephaven	‡7:45 am	‡8:45 am	9:45 am	‡10:45 am	11:45 am	‡12:45 pm	1:45 pm	‡2:45 pm	3:45 pm	‡4:45 pm	‡5:45 pm	‡6:45 pm	7:45 pm	8:45 pm	‡9:45 pm	‡8:45 am		10:45 pm
Leave Deephaven	7:45 am	8:45 am	9:45 am	10.45 am	11:45 am	12:45 pm	1:45 pm	2:45 pm	3:45 pm	4:45 pm	5:45 pm	6:45 pm	7:45 pm	8:45 pm	9:45 pm	8:45 am	hour	10:45 pm
“ Cottagewood *	7:51 am	8:51 am	9:51 am	10:51 am	11:51 am	12:51 pm	1:51 pm	2:51 pm	3:51 pm	4:51 pm	5:51 pm	6:51 pm	7:51 pm	8:51 pm	9:51 pm	8:51 am		10:51 pm
“ Summerville *	7:55 am	8:55 am	9:55 am	10:55 am	11:55 am	12:55 pm	1:55 pm	2:55 pm	3:55 pm	4:55 pm	5:55 pm	6:55 pm	7:55 pm	8:55 pm	9:55 pm	8:55 am		10:55 pm
“ Linwood *	8:03 am	9:03 am	10:03 am	11:03 am	12:03 pm	1:03 pm	2:03 pm	3:03 pm	4:03 pm	5:03 pm	6:03 pm	7:03 pm	8:03 pm	9:03 pm	10:03 pm	9:03 am		11:03 pm
“ Fairview *	8:05 am	9:05 am	10:05 am	11:05 am	12:05 pm	1:05 pm	2:05 pm	3:05 pm	4:05 pm	5:05 pm	6:05 pm	7:05 pm	8:05 pm	9:05 pm	10:05 pm	9:05 am		11:05 pm
“ Meadville *	8:08 am	9:08 am	10:08 am	11:08 am	12:08 pm	1:08 pm	2:08 pm	3:08 pm	4:08 pm	5:08 pm	6:08 pm	7:08 pm	8:08 pm	9:08 pm	10:08 pm	9:08 am		11:08 pm
Arrive Excelsior	8:15 am	9:15 am	10:15 am	11:15 am	12:15 pm	1:15 pm	2:15 pm	3:15 pm	4:15 pm	5:15 pm	6:15 pm	7:15 pm	8:15 pm	9:15 pm	10:15 pm	9:15 am		11:15 pm

BETWEEN EXCELSIOR AND MINNETONKA BEACH (Lower Lake)

Leave Excelsior	6:50 am	7:55 am	9:15 am	10:15 am	11:15 am	12:15 pm	1:15 pm	2:15 pm	3:15 pm	4:15 pm	5:15 pm	6:15 pm	7:00 pm	8:00 pm	9:00 pm	9:50 pm	7:00 am		10:00 pm
“ Tonka Bay	6:56 am	8:01 am	9:21 am	10:21 am	11:21 am	12:21 pm	1:21 pm	2:21 pm	3:21 pm	4:21 pm	5:21 pm	6:21 pm	7:06 pm	8:06 pm	9:06 pm	9:56 pm	7:06 am		10:06 pm
“ Wheeler's (Big Island) *	7:02 am	8:07 am	9:27 am	10:27 am	11:27 am	12:27 pm	1:27 pm	2:27 pm	3:27 pm	4:27 pm	5:27 pm	6:27 pm	7:12 pm	8:12 pm	9:12 pm	10:02 pm	7:12 am		10:12 pm
“ Minnetonka Beach *	7:08 am	8:13 am	9:31 am	10:31 am	11:31 am	12:31 pm	1:31 pm	2:31 pm	3:31 pm	4:31 pm	5:31 pm	6:31 pm	7:18 pm	8:18 pm	9:18 pm	10:08 pm	7:16 am	and	10:16 pm
Arrive Lafayette Club	7:15 am	8:20 am	9:35 am	10:35 am	11:35 am	12:35 pm	1:35 pm	2:35 pm	3:35 pm	4:35 pm	5:35 pm	6:35 pm	7:25 pm	8:25 pm	9:25 pm	10:15 pm	7:20 am		10:20 pm
Leave Lafayette Club	7:20 am	8:35 am	9:38 am	10:38 am	11:38 am	12:38 pm	1:38 pm	2:38 pm	3:38 pm	4:38 pm	5:38 pm	6:38 pm	7:25 pm	8:25 pm	9:25 pm	10:15 pm	7:30 am	every	10:30 pm
“ Minnetonka Beach *	7:22 am	8:37 am	9:40 am	10:40 am	11:40 am	12:40 pm	1:40 pm	2:40 pm	3:40 pm	4:40 pm	5:40 pm	6:40 pm	7:30 pm	8:30 pm	9:30 pm	10:20 pm	7:32 am	hour	10:32 pm
“ Wheeler's *	7:27 am	8:42 am	9:45 am	10:45 am	11:45 am	12:45 pm	1:45 pm	2:45 pm	3:45 pm	4:45 pm	5:45 pm	6:45 pm	7:35 pm	8:35 pm	9:35 pm	10:25 pm	7:37 am		10:37 pm
“ Tonka Bay	7:33 am	8:48 am	9:50 am	10:50am	11:50 am	12:50 pm	1:50 pm	2:50 pm	3:50 pm	4:50 pm	5:50 pm	6:50 pm	7:40 pm	8:40 pm	9:40 pm	10:30 pm	7:40 am		10:40 pm
Arrive Excelsior	7:45 am	9:00 am	10:00 am	11:00 am	12:00 m	1:00 pm	2:00 pm	3:00 pm	4:00 pm	5:00 pm	6:00 pm	7:00 pm	7:50 pm	8:50 pm	9:50 pm	10:40 pm	7:50 am		10:50 pm

Extra Boat leaves Excelsior at 5:50 pm. (connection from 5:04 pm. car from Minneapolis) for Tonka Bay and Wheeler's Point.

BETWEEN EXCELSIOR AND ZUMBRA HEIGHTS (Upper Lake)

Leave Excelsior	5:45 am	7:50 am	10:00 am	11:50 am	1:50 pm	3:50 pm	5:58 pm	7:50 pm	7:45 am		9:45 pm
“ Narrows *	6:07 am	8:12 am	10:22 am	12:12 pm	2:12 pm	4:12 pm	6:20 pm	8:12 pm	8:07 am		10:07 pm
“ Birch Bluff *	6:14 am	8:19 am	10:29 am	12:19 pm	2:19 pm	4:19 pm	6:27 pm	8:19 pm	8:14 am		10:14 pm
“ Edgewood *	6:21 am	8:26 am	10:36 am	12:26 pm	2:26 pm	4:26 pm	6:34 pm	8:26 pm	8:21 am	and	10:21 pm
“ Shady Isle *	6:24 am	8:29 am	10:39 am	12:29 pm	2:29 pm	4:29 pm	6:37 pm	8:29 pm	8:24 am		10:24 pm
“ Woodside *	6:27 am	8:32 am	10:42 am	12:32 pm	2:32 pm	4:32 pm	6:40 pm	8:32 pm	8:27 am		10:27 pm
Arrive Zumbra Heights *	6:35 am	8:40 am	10:50 am	12:40 pm	2:40 pm	4:40 pm	6:50 pm	8:40 pm	8:35 am	every	10:35 pm
Leave Zumbra Heights *	6:35 am	9:00 am	11:00 am	1:00 pm	3:00 pm	5:00 pm	7:00 pm	9:00 pm	8:45 am		10:40 pm
“ Woodside *	6:44 am	9:08 am	11:08 am	1:08 pm	3:08 pm	5:08 pm	7:08 pm	9:08 pm	8:53 am		10:48 pm
“ Shady Isle *	6:48 am	9:11 am	11:11 am	1:11 pm	3:11 pm	5:11 pm	7:11 pm	9:11 pm	8:56 am	hour	10:51 pm
“ Edgewood *	6:52 am	9:14 am	11:14 am	1:14 pm	3:14 pm	5:14 pm	7:14 pm	9:14 pm	8:59 am		10:54 pm
“ Birch Bluff *	7:00 am	9:21 am	11:21 am	1:21 pm	3:21 pm	5:21 pm	7:21 pm	9:21 pm	9:06 am		11:01 pm
“ Narrows *	7:08 am	9:28 am	11:28 am	1:28 pm	3:28 pm	5:28 pm	7:28 pm	9:28 pm	9:13 am		11:08 pm
Arrive Excelsior	7:30 am	9:50 am	11:50 am	1:50 pm	3:50 pm	5:50 pm	7:50 pm	9:50 pm	9:35 am		11:30 pm

SPECIAL "HOP" BOAT

Leaves Tonka Bay (after the "Hop" at Tonka Bay Hotel) on Wednesday and Saturday nights at 11:50 pm. for Excelsior and to connect with 12:20 am, car for Minneapolis.

BETWEEN EXCELSIOR AND SPRING PARK (Upper Lake)

Leave Excelsior	6:25 am	8:00 am	10:00 am	11:00 am	12:00 m	1:00 pm	2:00 pm	3:00 pm	4:00 pm	5:00 pm	6:15 pm	8:15 pm	7:30 am		9:30 pm
“ Narrows *	6:42 am	8:17 am	10:17 am	11:17 am	12:17 pm	1:17 pm	2:17 pm	3:17 pm	4:17 pm	5:17 pm	6:32 pm	8:32 pm	7:50 am		9:50 pm
“ Casco *	6:49 am	8:24 am	10:24 am	11:24 am	12:24 pm	1:24 pm	2:24 pm	3:24 pm	4:24 pm	5:24 pm	6:39 pm	8:39 pm	8:02 am		10:02 pm
“ Isle View *	6:55 am	8:30 am	10:30 am	11:30 am	12:30 pm	1:30 pm	2:30 pm	3:30 pm	4:30 pm	5:30 pm	6:45 pm	8:45 pm	8:10 am	and	10:10 pm
Arrive Spring Park	7:00 am	8:35 am	10:35 am	11:35 am	12:35 pm	1:35 pm	2:35 pm	3:35 pm	4:35 pm	5:35 pm	6:50 pm	8:50 pm	8:20 am		10:20 pm
Leave Spring Park	7:05 am	8:55 am	10:40 am	11:40 am	12:40 pm	1:40 pm	2:40 pm	3:40 pm	4:40 pm	5:40 pm	6:50 pm	8:50 pm	8:30 am	every	10:30 pm
“ Isle View *	7:11 am	9:00 am	10:45 am	11:45 am	12:45 pm	1:45 pm	2:45 pm	3:45 pm	4:45 pm	5:45 pm	6:55 pm	8:55 pm	8:40 am		10:40 pm
“ Casco *	7:17 am	9:06 am	10:51 am	11:51 am	12:51 pm	1:51 pm	2:51 pm	3:51 pm	4:51 pm	5:51 pm	7:01 pm	9:01 pm	8:48 am		10:48 pm
“ Narrows *	7:25 am	9:13 am	10:58 am	11:58 am	12:58 pm	1:58 pm	2:58 pm	3:58 pm	4:58 pm	5:58 pm	7:08 pm	9:08 pm	9:00 am	hour	11:00 pm
Arrive Excelsior	7:45 am	9:30 am	11:15 am	12:15 pm	1:15 pm	2:15 pm	3:15 pm	4:15 pm	5:15 pm	6:15 pm	7:25 pm	9:25 pm	9:20 am		11:20 pm

Sunday Boats Stop at Woolnough's

POCKET TIME TABLE
LAKE MINNETONKA
CARS & BOATS.

OPENS TO
13 ¼ X 12 ¾ INCHES

FOUR SCANS

TAKE "SIGHTSEER" CAR TO SEE TWIN CITIES' FAMOUS PARKS, LAKES, FALLS, MOUNDS

Every Day
Except Sunday.

Leave St. Paul, (Ryan Hotel) 2:00 pm.
Arrive on return, - - 5:30 pm.
Leave Minneapolis (West Hotel) 2:50 pm.
Arrive on return, - - 6:20 pm.

ON AND AFTER SEPT. 9

Time, 3½ hours. Distance, 40 miles. Fare, 50 cents. No tickets required. You pay on the car. Children full fare. Best way to see both cities.

ST. PAUL, WILDWOOD AND STILLWATER LINE

CARS LEAVE WABASHA AND SEVENTH STREETS, ST. PAUL

St. Paul to Wildwood, 12 miles; time 42 minutes. St. Paul to Stillwater, 20 miles; time 1 hour 5 minutes

WEEKDAYS

Leave St. Paul for Wildwood and Stillwater				Leave Wildwood for St, Paul				Leave Stillwater for Wildwood and St. Paul			
AM.	AM.	PM.	PM.	A M	PM.	PM.	PM.	AM.	AM.	PM.	PM.
6:15	10:00	2:00	6:25	6:05	12:12	4:12	9:42	6:45	11:20	2:50	6:50
6:30	10:30	2:30	7:00	7:12	12:42	4:42	10:32	7:20	11:50	3:20	7:20
7:00	11:00	3:00	8:00	7:42	1:12	5:12	11:22	7:50	PM.	3:50	7:50
7:30	11:30	3:30	9:00	8:12	1.42	5:42	11:32	8:20	12:20	4:20	8:20
8:00	12:00	4:00	10:00	8:42	2:12	6:12	AM.	8:50	12:50	4:50	9:20
8:30	PM.	4:30	11:15	9:12	2:42	6:42	12:48	9:20	1:20	5:20	10:10
9:00	12:30	4:55		9:42	3:12	7:12		9:50	1:50	5:50	11:10
9:30	1:00	5:25		10:12	3:42	7:42		10:20	2:20	6:20	AM.
	1:30	5:55		10:42		8:12		10:50			12:23
				11:12		8:42					
				11:42							

SUNDAYS

Leave St. Paul	Leave Stillwater
7:00 AM. and every half hour to 9:00 PM. then 10:00 PM. 11:15 "	7:20 AM. and every half hour to 9:20 PM. then 10:10 PM. 11:10 PM. 12:23 AM.

WHITE BEAR LINE (WEEKDAYS) MAHTOMEDI LINE

Wildwood to White Bear, 5 miles; 13 minutes.

Leave St. Paul for White Bear		Leave Stillwater for White Bear	Leave White Bear for St. P. and Still.
6:30 AM and every hour to 4:30 PM then 5:25 PM 6:25 "	10:00 PM	6:45 AM 7:50 " and every hour to 7:50 PM	7:00 AM 7:28 " and every hour to 10:18 PM then 11:10 PM

Wildwood to Mahtomedi, 2 miles; 8 minutes.

Leave St. Paul for Mahtomedi		Leave Stillwater for Mahtomedi		Leave Mahtomedi for St. P. and Still.	
6:15 AM 6:30 " 7:00 " and every hour to 4:00 PM then	4:55 PM 5:25 " 5:55 " 7:00 " 8:00 " 9:00 " 10:00 "	6:45 AM 7:20 " and every hour to 5:20 PM then 5:50 PM	6:20 PM 7:20 " 8:20 " 9:20 " 10:20 "	7:05 AM 7:35 " 8:05 " and every hour to 6:05 PM then	6:35 PM 7:05 " 8:05 " 9:05 " 9:53 " 10:50 "

MINNEAPOLIS TO WILDWOOD, WHITE BEAR AND STILLWATER.

Take any "Selby-Lake" car, and transfer to "Stillwater" car at Wabasha and 5th Sts., St. Paul, or take any "Como-Harriet" "Como-Hopkins" or "Minneapolis & St. Paul" car and transfer at Wabasha and 7th Sts., St. Paul.

"CHARTERED" CARS, BOATS, PICNICS, EXCURSIONS.

You are invited to telephone, write, or call on the Passenger Department for any further information as to rates and service for "Chartered" Cars, Picnics, Excursions, or Special Parties to any resorts on "Twin City Lines"—also for charter of Boats on Lake Minnetonka. Very reasonable rates. It will be a pleasure to serve you.

PRESS OF HALL, BLACK & CO., MINNEAPOLIS.

RATES OF FARE

MINNEAPOLIS – MINNETONKA LINES

Minneapolis to St. Louis Park, each way	10 cents
" " Hopkins, each way	15 "
" " Excelsior or Deephaven, each way	25 "
Minnetonka Round Trip tickets	50 "

COMMUTATION TICKETS

Minneapolis-Hopkins, 25 ride	$3.00
" " 25 ride (Students')	2.50
Minneapolis-Minnetonka, 25 ride	4.50
" " 25 ride (Students')	3.25

STEAMBOAT RATES

Excelsior to any point reached by Express Boats, each way	10 cents

ST. PAUL – STILLWATER LINES

St. Paul to Wildwood, each way	15 cents
" " Mahtomedi, " "	15 "
" " White Bear, " "	20 "
" " Stillwater, " "	30 "
" " South Stillwater, each way	35 "

TICKET OFFICES

Commutation Tickets, Time Tables and Information can be obtained at following offices:

Minneapolis—Ticket Office, 17 North 6th St.
B. L. Sacre, City Ticket Agent.

Hopkins—N. H. Nelson, Agent.

Excelsior—C. E. Sampson & Co., Agents.

For any further information regarding service please telephone, call on or write to—

A. W. Warnock, General Passenger Agent.

General Office—Hennepin Ave. and 11th St., Minneapolis.
Minneapolis Telephones — N. W. Main 4580 — T. S. 3134.
St. Paul Telephone — N. W. Main 2616

NO. 23—IN EFFECT SEPT. 9, 1907

TIME TABLES LAKE MINNETONKA

CARS AND BOATS

TWIN CITY LINES

THE CLEAN, FAST, SOOTLESS, SMOKELESS, CINDERLESS ELECTRIC ROUTE EVERYBODY LIKES TO TRAVEL

EXCELSIOR LIMITED

These Time Tables supersede all others previously issued and are subject to change and correction without notice. Cars and Boats are usually "On Time" and make connections according to tables given herein, and every means are employed to do so, but such connections are not guaranteed. The Company will not be responsible for consequences arising from delays or errors in these printed schedules.

WILLARD J. HIELD, General Manager.

ALL LAKE MINNETONKA CARS LEAVE MINNEAPOLIS FROM TICKET OFFICE AND WAITING ROOM, 17 NORTH SIXTH STREET. TELEPHONES, N. W. 2071--T. S. 3133.

EXCELSIOR LINE--18 MILES.

WEEKDAYS

Leave Minn'polis	Arrive Excelsior	Leave Excelsior	Arrive Minn'polis
A 4:03 AM.	4:45 AM.	....	....
6:03 “	6:45 “	7:00 AM.	7:42 AM.
L 6:33 “	7:15 “	L 7:30 “	8:12 “
7:03 “	7:45 “	8:00 “	8:42 “
L 7:33 “	8:15 “	L 8:30 “	9:12 “
8:03 “	8:45 “	9:00 “	9:42 “
L 8:33 “	9:15 “	L 9:30 “	10:12 “
9:03 “	9:45 “	10:00 “	10:42 “
L 9:33 “	10:15 “	L10:30 “	11:12 “
10:03 “	10:45 “	11:00 “	11:42 “
L10:33 “	11:15 “	L11:30 “	12:12 PM.
11:03 “	11:45 “	12:00 M.	12:42 “
L11:33 “	12:15 PM.	L12:30 PM.	1:12 “
12:03 PM.	12:45 “	1:00 “	1:42 “
L12:33 “	1:15 “	L 1:30 “	2:12 “
1:03 “	1:45 “	2:00 “	2:42 “
L 1:33 “	2:15 “	L 2:30 “	3:12 “
2:03 “	2:45 “	3:00 “	3:42 “
L 2:33 “	3:15 “	L 3:30 “	4:12 “
3:03 “	3:45 “	4:00 “	4:42 “
L 3:33 “	4:15 “	L 4:30 “	5:12 “
4:03 “	4:45 “	5:00 “	5:42 “
L 4:33 “	5:15 “	L 5:30 “	6:12 “
5:03 “	5:45 “	6:00 “	6:42 “
L 5:33 “	6:15 “	L 6:30 “	7:12 “
6:03 “	6:45 “	7:00 “	7:42 “
7:03 “	7:45 “	8:00 “	8:42 “
8:03 “	8:45 “	9:00 “	9:42 “
S 10:03 “	10:45 “	S 10:45 “	11:27 “
B11:33 “	12:15 AM.	B12:20 AM.	1:02 AM.

B—**THE OWL**—Wed. and Sat. only.

S—Saturday only.

SUNDAYS

Leave Minn'polis	Leave Excelsior
A 4:03 AM.	....
6:03 “	7:00 AM.
7:03 “	8:00 “
7:33 “	8:30 “
8:03 “	9:00 “
and every 30 minutes to	and every 30 minutes to
7:03 PM.	8:00 PM.
then	then
8:03 PM.	9:00 PM.
9:03 “	10:00 “
10:03 “	10:45 “
11:33 “	12:20 AM.

A—**EARLY BIRD**

L—**EXCELSIOR LIMITED**

Cars are indicated thus (L), and make no stops between Lake Harriet and Excelsior, except at Hopkins.

STOPS.

WESTBOUND—Lake Minnetonka or Deephaven cars stop only to receive passengers for points west of Hopkins at—6th, 7th, 12th Sts.,
Groveland Ave.
Douglas Ave.
29th Street
Lake Street
P—Harriet Station
Harriet "Loop"
City Limits
Browndale
Brookside
Mendelssohn
Sub Station

EASTBOUND—Stop at above points west of Lake St. only to discharge passengers from west of Hopkins. East of Lake St. make all local stops to 6th St.

P—Westbound only.

Lake Minnetonka cars stop on signal at
9th Ave. (Hopkins)
Deephaven Jct.
Glen Lake
Purgatory
Vine Hill
Christmas Lake
Dock Station

DEEPHAVEN cars stop on signal at—
9th Ave. (Hopkins)
Deephaven Jct.
Baker
Boulevard
Groveland
Breezy Point
Northome

DEEPHAVEN LINE--17 MILES.

WEEKDAYS

Leave Minn'polis	Arrive De'phaven	Leave De'phaven	Arrive Minn'polis
....	....	7:00 AM.	7:42 AM.
6:58 AM.	7:39 AM.	7:45 “	8:27 “
7:58 “	8:39 “	8:45 “	9:27 “
9:58 “	10:39 “	10:45 “	11:27 “
11:58 “	12:39 PM.	12:45 PM.	1:27 PM.
1:58 “	2:39 “	2:45 “	3:27 “
3:58 “	4:39 “	4:45 “	5:27 “
4:58 “	5:39 “	5:45 “	6:27 “
5:58 “	6:39 “	6:45 “	7:27 “
....	....	....	....
....	....	....	....

SUNDAYS

Leave Minn'polis	Leave De'phaven
....	8:45 AM.
8:58 AM.	9:45 “
9:58 “	10:45 “
10:58 “	11:45 “
11:58 “	12:45 PM.
12:58 PM.	1:45 “
1:58 “	2:45 “
2:58 “	3:45 “
3:58 “	4:45 “
4:58 “	5:45 “
5:58 “	6:45 “

WEEKDAYS ST. LOUIS PARK SUNDAYS

LEAVE MINNEAPOLIS			LEAVE ST. LOUIS PARK			Leave Minn'polis	Leave St. L. Park
AM.	PM.	PM.	AM.	PM.	PM.		
5:43	12:13	6:13	6:13	12:43	6:43	7:13 AM. and every hour to 11:13 PM.	7:43 AM. and every hour to 11:43 PM.
6:13	1:13	6:43	6:43	1:43	7:13		
6:43	2:13	7:13	7:13	2:43	7:43		
7:13	3:13	8:13	7:43	3:43	8:43		
7:43	3:43	9:13	8:13	4:13	9:43		
8:13	4:13	10:13	8:43	4:43	10:43		
9:13	4:43	11:13	9:43	5:13	11:43		
10:13	5:13	....	10:43	5:43	....		
11:13	5:43	....	11:43	6:13	....		

COMO-HOPKINS LINE

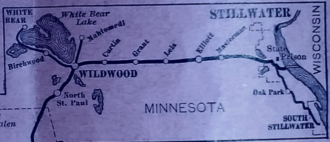
St. Paul to Hopkins, 21 miles; time 1 hour 27 min. Minneapolis to Hopkins, 10 miles; time 89 min.

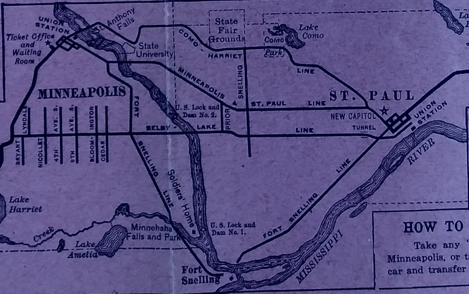
WEEKDAYS

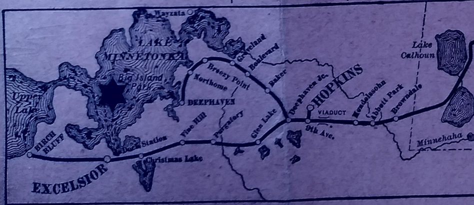
LEAVE ST. PAUL (Robert and 6th Sts.)			LEAVE MINNEAPOLIS (Wash. and Henn. Aves.)			LEAVE HOPKINS (For Twin Cities)		
6:00 AM.	11:12 AM.	4:39 PM.	5:30 AM.	11:00 AM.	4:30 PM.	6:11 AM.	11:52 AM.	5:21 PM.
6:39 “	11:42 “	5:09 “	6:00 “	11:30 “	5:00 “	6:51 “	12:22 PM.	5:51 “
7:09 “	12:12 PM.	5:39 “	6:30 “	12:00 M.	5:30 “	7:21 “	12:52 “	6:22 “
7:39 “	12:42 “	6:09 “	7:00 “	12:30 PM.	6:00 “	7:52 “	1:22 “	6:52 “
8:12 “	1:12 “	6:42 “	7:30 “	1:00 “	6:30 “	8:22 “	1:52 “	7:22 “
8:42 “	1:42 “	7:12 “	8:00 “	1:30 “	7:00 “	8:52 “	2:22 “	7:51 “
9:12 “	2:12 “	8:12 “	8:30 “	2:00 “	7:30 “	9:22 “	2:52 “	8:21 “
9:42 “	2:42 “	9:12 “	9:00 “	2:30 “	8:00 “	9:52 “	3:22 “	9:21 “
10:12 “	3:12 “	10:27 “	9:30 “	3:00 “	9:00 “	10:22 “	3:52 “	10:21 “
10:42 “	3:42 “	....	10:00 “	3:30 “	10:00 “	10:52 “	4:21 “	11:21 “
....	4:09 “	....	10:30 “	4:00 “	11:15 “	11:22 “	4:51 “	12:03 AM.
....	....	....	....	....	....	....	....	....

COMO-HOPKINS

Cars make all stops in St. Paul and Minneapolis, as well as between Lake Harriet and Hopkins, including Grimes and 3rd Ave., Hopkins.


WHITE BEAR
White Bear Lake
Mahtomedi
Birchwood
WILDWOOD
Curtis
Grant
Lola
Elliott
Masterman
STILLWATER
State Prison
WISCONSIN
North St. Paul
MINNESOTA
Oak Park
SOUTH STILLWATER


UNION STATION
St. Anthony Falls
Ticket Office and Waiting Room
State University
State Fair Grounds
Lake Como
Como Park
COMO-HARRIET
LINE
MINNEAPOLIS
MINNEAPOLIS & ST. PAUL LINE
SNELLING
ST. PAUL
NEW CAPITOL
TUNNEL
UNION STATION
SELBY-LAKE LINE
PRIOR
U. S. Lock and Dam No. 2.
LYNDALE
BRYANT
NICOLLET
4TH AVE. S.
5TH AVE. S.
BLOOMINGTON
CEDAR
Lake Calhoun
Lake Harriet
SNELLING LINE
Soldiers' Home
U. S. Lock and Dam No. 1.
FORT SNELLING LINE
Minnehaha Falls and Park
Minnehaha Creek
Lake Amelia
Fort Snelling
MISSISSIPPI RIVER
Lake Phalen
VIADUCT


Wayzata
LAKE MINNETONKA
Big Island Park
Upper Lake
Groveland
Boulevard
Breezy Point
Northome
Baker
DEEPHAVEN
Deephaven Jc.
HOPKINS
Mendelssohn
Abbott Park
Browndale
VIADUCT
9th Ave.
Glen Lake
Purgatory
Vine Hill
Dock Station
Christmas Lake
BIRCH BLUFF
EXCELSIOR

COMO-HOPKINS LINE.

SUNDAYS

LEAVE ST. PAUL	LEAVE MINNEAPOLIS	LEAVE HOPKINS
6:04 AM. 7:04 “ 8:04 “ and every half hour to— 9:34 PM. then 10:19 “	6:30 AM. and every half hour to 10:30 PM. then 11:15 “	7:19 AM. 7:50 “ 8:20 “ 8:49 “ and every half hour to 10:49 PM. then 11:18 “ 12:03 “

HOW TO GO FROM ST. PAUL TO LAKE MINNETONKA

Take any "Selby-Lake" car and transfer to "Minnetonka" car at Hennepin Ave., Minneapolis, or take any "Como-Harriet," "Como-Hopkins" or "Minneapolis & St. Paul" car and transfer to "Minnetonka" car at 6th St., Minneapolis.

FAST EXPRESS BOATS — EXCELSIOR, DEEPHAVEN AND WAYZATA — LOWER LAKE

‡ Connects with Deephaven cars.

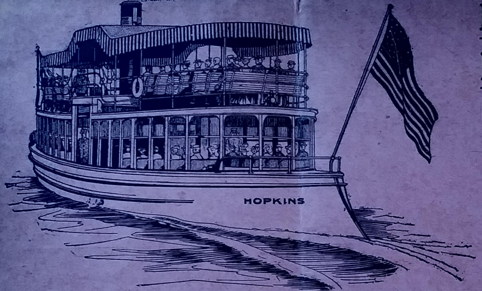
WEEKDAYS

MILES	2	1	2	1	2	1	2	1	2	1	2	1	2	1							1	2	1	2	1
	AM.	AM.	AM.	AM.	AM.	AM.	AM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	.....	.....	.....	.....	.....	.....	AM.	AM.	AM.	AM.	PM.

2 1

SUNDAYS

1	2	1					
		M.	.....	.....	.....	.....	.....



BEST WAY TO ENJOY LAKE MINNETONKA IS TO GET ABOARD A "TWIN CITY" BOAT

These famous Boats are NEW and are the SAFEST, FASTEST, HANDSOMEST, MOST COMFORTABLE BOATS on the lake!

4 FAST EXPRESS LINES

Fare from Excelsior to any point reached by these boats only 10 cents

DEEPHAVEN-WAYZATA LINE
Round Trip: 14 miles—2 hours—20 cents

MINNETONKA BEACH LINE
Round Trip: 6 miles—40 min.—20 cents

SPRING PARK LINE
Round Trip: 11 miles—70 min.—20 cents

ZUMBRA HEIGHTS LINE
Round Trip: 15 miles—2 hours—20 cents

BIG ISLAND PARK FERRY
Round Trip: 4 miles—45 min.—10 cents

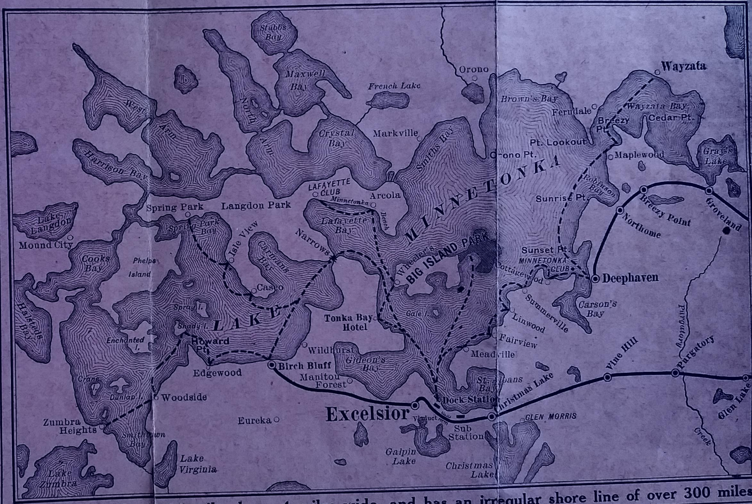
Boat Fleet

TWIN CITY LINES

- COMO
- EXCELSIOR
- HARRIET
- HOPKINS
- MINNEAPOLIS
- MINNEHAHA
- MINNETONKA
- PLYMOUTH
- PURITAN
- SAINT PAUL
- STILLWATER
- WHITE BEAR

THE Express Boats of "Twin City Lines" are brand new, having been built in the company's own shops in 1906. They are fine types of marine architecture and embody the best and latest ideas for comfort, convenience, safety, speed and beauty. Every detail of their construction was considered to make them absolutely seaworthy and comfortable, as well as speedy.

The Expresses are each 70 feet long and 14 feet beam, have torpedo sterns, and are equipped with the finest machinery, insuring a speed of from 12 to 15 miles an hour. They are fitted up like the splendid cars of "Twin City Lines", with easy cane-spring cross seats, accommodating 2 persons, as well as long side seats for larger parties. Each Boat comfortably seats 140 passengers.


Stubbs Bay
Maxwell Bay
French Lake
West Arm
North Arm
Crystal Bay
Markville
Orono
Brown's Bay
Ferndale
Wayzata
Wayzata Bay
Breezy Pt.
Cedar Pt.
Pt. Lookout
Maplewood
Gray's Lake
Harrison Bay
Orono Pt.
Smiths Bay
MINNETONKA
Robinson Bay
Sunrise Pt.
Breezy Point
Groveland
Northome
Lake Langdon
Mound City
Spring Park
Langdon Park
LAFAYETTE CLUB
Minnetonka Beach
Arcola
Spring Park Bay
Isle View
Carmans Bay
Narrows
Lafayette Bay
Wheeler's
BIG ISLAND PARK
Sunset Pt.
MINNETONKA CLUB
Cottagewood
Deephaven
Cooks Bay
Phelps Island
Casco
Halsteds Bay
Spray I.
Shady I.
LAKE
Gale I.
Tonka Bay Hotel
Linwood
Summerville
Carson's Bay
Enchanted I.
Howard Pt.
Fairview
Wildhurst
Meadville
Purgatory
Vine Hill
Birch Bluff
Edgewood
Gideon's Bay
Manitou Forest
St. Albans Bay
Crane I.
Dunlap I.
Woodside
Dock Station
Christmas Lake
Excelsior
Viaduct
GLEN MORRIS
Eureka
Zumbra Heights
Sub Station
Glen Lake
Smithtown Bay
Galpin Lake
Creek
Lake Virginia
Christmas Lake
Lake Zumbra

Lake Minnetonka is 20 miles long, 4 miles wide, and has an irregular shore line of over 300 miles.

* Indicates Private Dock, at which Picnic Parties and the Public generally are not permitted to lan

	Miles	Boat leaves Way's dock for Excelsior at 6:55 A.M.; leaves Excelsior for Way's at 6:15 P.M.													
Leave Excelsior	.00		6:30	7:15	[illegible]	9:15	10:15	11:15	12:15	1:15	2:15	3:15	4:15	5:15	6:15
" Meadville *	.46		6:33	7:18	[illegible]	9:18	10:18	11:18	12:18	1:18	2:18	3:18	4:18	5:18	6:18
" Fairview *	1.41		6:38	7:23	8:23	9:23	10:23	11:23	12:23	1:23	2:23	3:23	4:23	5:23	6:23
" Linwood *	1.95		6:42	7:27	8:27	9:27	10:27	11:27	12:27	1:27	2:27	3:27	4:27	5:27	6:27
" Summerville *	2.85		6:48	7:33	8:33	9:33	10:33	11:33	12:33	1:33	2:33	3:33	4:33	5:33	6:33
" Cottagewood *	3.52		6:53	7:38	8:38	9:38	10:38	11:38	12:38	1:38	2:38	3:38	4:38	5:38	6:38
" Deephaven	3.99		‡ 7:00	‡7:45	‡8:45	9:45	‡10:45	11:45	‡12:45	1:45	‡ 2:45	3:45	‡4:45	‡5:45	‡6:45
" Breezy Point *	6.06		7:12	7:57	8:57	9:57	10:57	11:57	12:57	1:57	2:57	3:57	4:57	5:57	6:57
Arrive Wayzata	7.16		7:20	8:05	9:05	10:05	11:05	12:05	1:05	2:05	3:05	4:05	5:05	6:05	7:05
Leave Wayzata	.00		7:20	8:20	9:20	10:20	11:20	12:20	1:20	2:20	3:20	4:20	5:20	6:20	7:20
" Breezy Point *	1.10		7:30	8:30	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30	6:30	7:30
" Deephaven	3.17		‡7:45	‡8:45	9:45	‡10:45	11:45	‡12:45	1:45	‡ 2:45	3:45	‡ 4:45	‡ 5:45	‡ 6:45	7:45
" Cottagewood *	3.64		7:49	8:49	9:49	10:49	11:49	12:49	1:49	2:49	3:49	4:49	5:49	6:49	7:49
" Summerville *	4.31		7:53	8:53	9:53	10:53	11:53	12:53	1:53	2:53	3:53	4:53	5:53	6:53	7:53
" Linwood *	5.21	7:00	7:59	8:59	9:59	10:59	11:59	12:59	1:59	2:59	3:59	4:59	5:59	6:59	7:59
" Fairview *	5.75	7:03	8:03	9:03	10:03	11:03	12:03	1:03	2:03	3:03	4:03	5:03	6:03	7:03	8:03
" Meadville *	6.70	7:06	8:06	9:06	10:06	11:06	12:06	1:06	2:06	3:06	4:06	5:06	6:06	7:06	8:06
Arrive Excelsior	7.16	7:15	8:15	9:15	10:15	11:15	12:15	1:15	2:15	3:15	4:15	5:15	6:15	7:15	8:15

Leave Excelsior	8:15	9:15	10:15	11:15	12:15	1:15	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
" Meadville *	8:18	9:18	10:18	11:18	12:18	1:18	[illegible]	[illegible]	[illegible]	[illegible]	6:18
" Fairview *	8:23	9:23	10:23	11:23	12:23	1:23	2:23	3:23	4:23	5:23	6:23
" Linwood *	8:27	9:27	10:27	11:27	12:27	1:27	2:27	3:27	4:27	5:27	6:27
" Summerville *	8:33	9:33	10:33	11:33	12:33	1:33	2:33	3:33	4:33	5:33	6:33
" Cottagewood *	8:38	9:38	10:38	11:38	12:38	1:38	2:38	3:38	4:38	5:38	6:38
" Deephaven	‡ 8:45	‡ 9:45	‡10:45	‡11:45	‡12:45	‡ 1:45	‡ 2:45	‡ 3:45	‡ 4:45	‡ 5:45	‡ 6:45
" Breezy Point *	8:57	9:57	10:57	11:57	12:57	1:57	2:57	3:57	4:57	5:57	6:57
Arrive Wayzata	9:05	10:05	11:05	12:05	1:05	2:05	3:05	4:05	5:05	6:05	7:05
Leave Wayzata	9:20	10:20	11:20	12:20	1:20	2:20	3:20	4:20	5:20	6:20	7:20
" Breezy Point *	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30	6:30	7:30
" Deephaven	‡ 9:45	‡10:45	‡11:45	‡12:45	‡1:45	‡ 2:45	‡ 3:45	‡ 4:45	‡ 5:45	‡ 6:45	7:45
" Cottagewood *	9:49	10:49	11:49	12:49	1:49	2:49	3:49	4:49	5:49	6:49	7:49
" Summerville *	9:53	10:53	11:53	12:53	1:53	2:53	3:53	4:53	5:53	6:53	7:53
" Linwood *	9:59	10:59	11:59	12:59	1:59	2:59	3:59	4:59	5:59	6:59	7:59
" Fairview *	10:03	11:03	12:03	1:03	2:03	3:03	4:03	5:03	6:03	7:03	8:03
" Meadville *	10:06	11:06	12:06	1:06	2:06	3:06	4:06	5:06	6:06	7:06	8:06
Arrive Excelsior	10:15	11:15	12:15	1:15	2:15	3:15	4:15	5:15	6:15	7:15	8:15

FAST EXPRESS BOATS — EXCELSIOR AND MINNETONKA BEACH — LOWER LAKE

Miles		3	3	4	3	4	3	4	3	4	3	4	3
		AM.	AM.	AM.	AM.	AM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.
Leave Excelsior	.00	6:45	7:45	9:15	10:15	11:15	12:15	1:15	2:15	3:15	4:15	5:15	6:15
" Tonka Bay	1.10	6:53	7:53	9:23	10:23	11:23	12:23	1:23	2:23	3:23	4:23	5:23	6:23
" Wheeler's *	1.85	6:58	7:58	9:28	10:28	11:28	12:28	1:28	2:28	3:28	4:28	5:28	6:28
Arrive Minnetonka Beach	3.22	7:03	8:03	9:33	10:33	11:33	12:33	1:33	2:33	3:33	4:33	5:33	6:33
Leave Minnetonka Beach	.00	7:03	8:03	9:33	10:33	11:33	12:33	1:33	2:33	3:33	4:33	5:33	6:33
" Arcola *	.50	7:05	8:05	9:35	10:35	11:35	12:35	1:35	2:35	3:35	4:35	5:35	6:35
" Wheeler's *	1.37	7:10	8:10	9:40	10:40	11:40	12:40	1:40	2:40	3:40	4:40	5:40	6:40
" Tonka Bay	2.12	7:15	8:15	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45
Arrive Excelsior	3.22	7:25	8:25	9:55	10:55	11:55	12:55	1:55	2:55	3:55	4:55	5:55	6:55

	3	4	3	4	3	4	3	4	3	4	3
	AM.	AM.	AM.	AM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.
Leave Excelsior	8:15	9:15	10:15	11:15	12:15	1:15	2:15	3:15	4:15	5:15	6:15
" Tonka Bay	8:23	9:23	10:23	11:23	12:23	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
" Wheeler's *	8:28	9:28	10:28	11:28	12:28	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Arrive Minnetonka Beach	8:33	9:33	10:33	11:33	12:33	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Leave Minnetonka Beach	8:33	9:33	10:33	11:33	12:33	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
" Arcola *	8:35	9:35	10:35	11:35	12:35	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
" Wheeler's *	8:40	9:40	10:40	11:40	12:40	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
" Tonka Bay	8:45	9:45	10:45	11:45	12:45	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Arrive Excelsior	8:55	9:55	10:55	11:55	12:55	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

FAST EXPRESS BOATS — EXCELSIOR AND SPRING PARK — UPPER LAKE

Sunday Boats stop at Tonka Bay

Miles		4	4	3	4	3	4	3	4	3	4	3	4
		AM.	AM.	AM.	AM.	AM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.
Leave Excelsior	.00	6:16	7:46	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:15
" Narrows *	2.60	6:33	8:03	9:17	10:17	11:17	12:17	1:17	2:17	3:17	4:17	5:17	6:32
" Casco *	3.60	6:40	8:10	9:24	10:24	11:24	12:24	1:24	2:24	3:24	4:24	5:24	6:39
" Isle View *	4.73	6:46	8:16	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30	6:45
Arrive Spring Park	5.26	6:51	8:21	9:35	10:35	11:35	12:35	1:35	2:35	3:35	4:35	5:35	6:50
Leave Spring Park	.00	6:51	8:21	9:35	10:35	11:35	12:35	1:35	2:35	3:35	4:35	5:35	6:50
" Isle View *	.53	6:56	8:26	9:40	10:40	11:40	12:40	1:40	2:40	3:40	4:40	5:40	6:55
" Casco *	1.66	7:01	8:31	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	7:00
" Narrows *	2.66	7:08	8:38	9:52	10:52	11:52	12:52	1:52	2:52	3:52	4:52	5:52	7:07
Arrive Excelsior	5.26	7:25	8:55	10:09	11:09	12:09	1:09	2:09	3:09	4:09	5:09	6:09	7:24

	4	3	4	3	4	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	AM.	AM.	AM.	AM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.
Leave Excelsior	8:00	9:00	10:00	11:00	12:00	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
" Narrows *	8:17	9:17	10:17	11:17	12:17	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
" Casco *	8:24	9:24	10:24	11:24	12:24	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
" Isle View *	8:30	9:30	10:30	11:30	12:30	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Arrive Spring Park	8:35	9:35	10:35	11:35	12:35	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Leave Spring Park	8:35	9:35	10:35	11:35	12:35	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
" Isle View *	8:40	9:40	10:40	11:40	12:40	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
" Casco *	8:45	9:45	10:45	11:45	12:45	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
" Narrows *	8:52	9:52	10:52	11:52	12:52	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Arrive Excelsior	9:09	10:09	11:09	12:09	1:09	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

FAST EXPRESS BOATS — EXCELSIOR AND ZUMBRA HEIGHTS — UPPER LAKE

Sunday Boats stop at Tonka Bay

Miles		5	5	5	5	5	5	5
		AM.	AM.	AM.	AM.	PM.	PM.	PM.
Leave Excelsior	.00	5:40	7:50	9:50	11:50	1:50	3:50	5:50
" Narrows *	2.60	5:57	8:07	10:07	12:07	2:07	4:07	6:07
" Birch Bluff *	4.23	6:06	8:16	10:16	12:16	2:16	4:16	6:16
" Edgewood *	5.06	6:13	8:23	10:23	12:23	2:23	4:23	6:23
" Shady Isle *	5.46	6:16	8:26	10:26	12:26	2:26	4:26	6:26
" Woodside *	6.83	6:19	8:29	10:29	12:29	2:29	4:29	6:29
Arrive Zumbra Heights *	7.53	6:27	8:37	10:37	12:37	2:37	4:37	6:37
Leave Crane Island *	.00	6:31	8:54	10:54	12:54	2:54	4:54	6:54
" Zumbra Heights *	.56	6:35	8:58	10:58	12:58	2:58	4:58	6:58
" Woodside *	1.76	6:44	9:06	11:06	1:06	3:06	5:06	7:06
" Shady Isle *	2.63	6:48	9:09	11:09	1:09	3:09	5:09	7:09
" Edgewood *	3.03	6:52	9:12	11:12	1:12	3:12	5:12	7:12
" Birch Bluff *	3.86	7:00	9:19	11:19	1:19	3:19	5:19	7:19
" Narrows *	5.49	7:09	9:28	11:28	1:28	3:28	5:28	7:28
Arrive Excelsior	8.09	7:28	9:45	11:45	1:45	3:45	5:45	7:45

	5	5	5	5	5	5
	AM.	AM.	AM.	PM.	PM.	PM.
Leave Excelsior	7:50	9:50	11:50	1:50	3:50	5:50
" Narrows *	8:07	10:07	12:07	2:07	4:07	6:07
" Birch Bluff *	8:16	10:16	12:16	2:16	4:16	6:16
" Edgewood *	8:23	10:23	12:23	2:23	4:23	6:23
" Shady Isle *	8:26	10:26	12:26	2:26	4:26	6:26
" Woodside *	8:29	10:29	12:29	2:29	4:29	6:29
Arrive Zumbra Heights *	8:37	10:37	12:37	2:37	4:37	6:37
Leave Crane Island *	8:54	10:54	12:54	2:54	4:54	6:54
" Zumbra Heights *	8:58	10:58	12:58	2:58	4:58	6:58
" Woodside *	9:06	11:06	1:06	3:06	5:06	7:06
" Shady Isle *	9:09	11:09	1:09	3:09	5:09	7:09
" Edgewood *	9:12	11:12	1:12	3:12	5:12	7:12
" Birch Bluff *	9:19	11:19	1:19	3:19	5:19	7:19
" Narrows *	9:28	11:28	1:28	3:28	5:28	7:28
Arrive Excelsior	9:45	11:45	1:45	3:45	5:45	7:45

FAST FERRY BOATS — EXCELSIOR AND BIG ISLAND PARK — LOWER LAKE.

	Miles	
Leave Excelsior	.00	SERVICE DISCONTINUED FOR SEASON
Arrive Big Island Park	2.06	
Leave Big Island Park	.00	
Arrive Excelsior	2.06	

NO. 30—IN EFFECT MAY 30, 1908.

TIME TABLES LAKE MINNETONKA

FAST CARS AND BOATS

TWIN CITY LINES

THE CLEAN, FAST, SOOTLESS, SMOKELESS, CINDERLESS ELECTRIC ROUTE EVERYBODY LIKES TO TRAVEL

These Time Tables supersede all others previously issued and are subject to change and correction without notice. Cars and Boats are usually "On Time" and make connections according to tables given hereon, and all means are employed to do so, but such connections are not guaranteed. The Company will not be responsible for consequences arising from delays or errors in these printed schedules.

WILLARD J. HIELD, General Manager.

FAST ELECTRIC TRAIN SERVICE

EXCELSIOR—WILDHURST—TONKA BAY

Minneapolis to Excelsior—18 miles. Minneapolis to Tonka Bay—21 miles.

WEEKDAYS

Leave Minn'polis	Arrive Excelsior (2nd St.)	Arrive Tonka Bay	Leave Tonka Bay	Leave Excelsior (2nd St.)	Arrive Minn'polis
4:03 AM.	4:45 AM.				
6:03 "	6:45 "	6:55 AM.	7:03 AM.	7:13 AM.	7:55 AM.
L 6:33 "	7:15 "			L 7:43 "	8:25 "
7:03 "	7:45 "	7:55 "	8:03 "	8:13 "	8:55 "
L 7:33 "	8:15 "			L 8:43 "	9:25 "
8:03 "	8:45 "	8:55 "	9:03 "	9:13 "	9:55 "
L 8:33 "	9:15 "			L 9:43 "	10:25 "
9:03 "	9:45 "	9:55 "	10:03 "	10:13 "	10:55 "
L 9:33 "	10:15 "			L 10:43 "	11:25 "
10:03 "	10:45 "	10:55 "	11:03 "	11:13 "	11:55 "
L 10:33 "	11:15 "			L 11:43 "	12:25 PM.
11:03 "	11:45 "	11:55 "	12:03 PM.	12:13 PM.	12:55 "
L 11:33 "	12:15 PM.			L 12:43 "	1:25 "
12:03 PM.	12:45 "	12:55 PM.	1:03 "	1:13 "	1:55 "
L 12:33 "	1:15 "			L 1:43 "	2:25 "
1:03 "	1:45 "	1:55 "	2:03 "	2:13 "	2:55 "
L 1:33 "	2:15 "			L 2:43 "	3:25 "
2:03 "	2:45 "	2:55 "	3:03 "	3:13 "	3:55 "
L 2:33 "	3:15 "			L 3:43 "	4:25 "
3:03 "	3:45 "	3:55 "	4:03 "	4:13 "	4:55 "
L 3:33 "	4:15 "			L 4:43 "	5:25 "
4:03 "	4:45 "	4:55 "	5:03 "	5:13 "	5:55 "
L 4:33 "	5:15 "			L 5:43 "	6:25 "
5:03 "	5:45 "	5:55 "	6:03 "	6:13 "	6:55 "
L 5:33 "	6:15 "			L 6:43 "	7:25 "
6:03 "	6:45 "	6:56 "	7:03 "	7:13 "	7:55 "
L 6:33 "	7:15 "				
7:03 "	7:45 "	7:55 "	8:03 "	8:13 "	8:55 "
8:03 "	8:45 "	8:55 "	9:03 "	9:13 "	9:55 "
9:03 "	9:45 "	9:55 "	10:03 "	10:13 "	10:55 "
10:03 "	10:45 "	10:55 "	11:03 "	11:13 "	11:55 "
11:18 "	12:00 AM.	12:10 AM.	12:18 AM.	12:28 AM.	1:10 AM.

DEEPHAVEN LINE

Minneapolis to Deephaven—17 miles.

WEEKDAYS				SUNDAYS	
Leave Minn'polis	Arrive Deephaven	Leave Deephaven	Arrive Minn'polis	Leave Minn'polis	Leave Deephaven
		7:00 AM.	7:42 AM.		8:45 AM.
6:58 AM.	7:39 AM.	7:45 "	8:27 "	8:58 AM.	9:45 "
7:58 "	8:39 "	8:45 "	9:27 "	9:58 "	10:45 "
9:58 "	10:39 "	10:45 "	11:27 "	10:58 "	11:45 "
11:58 "	12:39 PM.	12:45 PM.	1:27 PM.	11:58 "	12:45 PM.
1:58 PM.	2:39 "	2:45 "	3:27 "	12:58 PM.	1:45 "
3:58 "	4:39 "	4:45 "	5:27 "	1:58 "	2:45 "
4:58 "	5:39 "	5:45 "	6:27 "	2:58 "	3:45 "
5:58 "	6:39 "	6:45 "	7:27 "	3:58 "	4:45 "
				4:58 "	5:45 "
				5:58 "	6:45 "

Owing to congestion of traffic on Sundays and Holidays, passengers desiring to make Boat connections at Excelsior, should allow themselves a full hour between Minneapolis and Excelsior, as Boats are despatched promptly on time regardless of arrival of trains.

SUNDAYS

Leave Minn'polis	Arrive Excelsior	Arrive Tonka Bay	Leave Tonka Bay	Leave Excelsior	Arrive Minn'polis
4:03 AM.	4:45 AM.		7:03 AM.	7:13 AM.	7:56 AM.
6:03 "	6:45 "	6:55 AM.	8:03 "	8:13 "	8:56 "
7:03 "	7:45 "	7:55 "	8:33 "	8:43 "	9:25 "
7:33 "	8:15 "	8:25 "	9:03 "	9:13 "	9:56 "
8:03 "	8:45 "	8:55 "		L 9:23 "	10:06 "
L 8:13 "	8:55 "			L 9:33 "	10:15 "
L 8:23 "	9:05 "		9:33 "	9:43 "	10:25 "
8:33 "	9:15 "	9:25 "		L 9:53 "	10:35 "
L 8:43 "	9:25 "			L 10:03 "	10:45 "
L 8:53 "	9:35 "		10:03 "	10:13 "	10:55 "
9:03 "	9:45 "	9:55 "		L 10:23 "	11:06 "
L 9:13 "	9:55 "			L 10:33 "	11:15 "
L 9:23 "	10:05 "		10:33 "	10:43 "	11:25 "
9:33 "	10:15 "	10:25 "		L 10:53 "	11:35 "
L 9:43 "	10:25 "			L 11:03 "	11:45 "
L 9:53 "	10:35 "		11:03 "	11:13 "	11:56 "
10:03 "	10:45 "	10:55 "		L 11:23 "	12:06 PM.
L 10:13 "	10:55 "			L 11:33 "	12:15 "
L 10:23 "	11:05 "		11:33 "	11:43 "	12:25 "
10:33 "	11:15 "	11:25 "		L 11:53 "	12:35 "
L 10:43 "	11:25 "			L 12:03 PM.	12:45 "
L 10:53 "	11:35 "		12:03 PM.	12:13 "	12:55 "
11:03 "	11:45 "	11:55 "		L 12:23 "	1:06 "
L 11:13 "	11:55 "			L 12:33 "	1:15 "
L 11:23 "	12:05 PM.		12:33 "	12:43 "	1:25 "
11:33 "	12:15 "	12:25 PM.		L 12:53 "	1:35 "
L 11:43 "	12:25 "			L 1:03 "	1:45 "
L 11:53 "	12:35 "		1:03 "	1:13 "	1:55 "
12:03 PM.	12:45 "	12:55 "		L 1:23 "	2:06 "
L 12:13 "	12:55 "			L 1:33 "	2:15 "
L 12:23 "	1:05 "		1:33 "	1:43 "	2:25 "
12:33 "	1:15 "	1:25 "		L 1:53 "	2:35 "
L 12:43 "	1:25 "			L 2:03 "	2:45 "
L 12:53 "	1:35 "		2:03 "	2:13 "	2:55 "
1:03 "	1:45 "	1:55 "		L 2:23 "	3:06 "
L 1:13 "	1:55 "			L 2:33 "	3:15 "
L 1:23 "	2:05 "		2:33 "	2:43 "	3:25 "
1:33 "	2:15 "	2:25 "		L 2:53 "	3:35 "
L 1:43 "	2:25 "			L 3:03 "	3:45 "
L 1:53 "	2:35 "		3:03 "	3:13 "	3:56 "
2:03 "	2:45 "	2:55 "		L 3:23 "	4:06 "
L 2:13 "	2:55 "			L 3:33 "	4:15 "
L 2:23 "	3:05 "		3:33 "	3:43 "	4:25 "
2:33 "	3:15 "	3:25 "		L 3:53 "	4:35 "
L 2:43 "	3:25 "			L 4:03 "	4:45 "
L 2:53 "	3:35 "		4:03 "	4:13 "	4:56 "
3:03 "	3:45 "	3:55 "		L 4:23 "	5:06 "
L 3:13 "	3:55 "			L 4:33 "	5:15 "
L 3:23 "	4:05 "		4:33 "	4:43 "	5:25 "
3:33 "	4:15 "	4:25 "		L 4:53 "	5:35 "
L 3:43 "	4:25 "			L 5:03 "	5:45 "
L 3:53 "	4:35 "		5:03 "	5:13 "	5:56 "
4:03 "	4:45 "	4:55 "		L 5:23 "	6:06 "
L 4:13 "	4:55 "			L 5:33 "	6:15 "
L 4:23 "	5:05 "		5:33 "	5:43 "	6:25 "
4:33 "	5:15 "	5:25 "		L 5:53 "	6:35 "
L 4:43 "	5:25 "			L 6:03 "	6:45 "
L 4:53 "	5:35 "		6:03 "	6:13 "	6:56 "
5:03 "	5:45 "	5:55 "		L 6:23 "	7:06 "
L 5:13 "	5:55 "			L 6:33 "	7:15 "
L 5:23 "	6:05 "		6:33 "	6:43 "	7:25 "
5:33 "	6:15 "	6:25 "		L 6:53 "	7:35 "
L 5:43 "	6:25 "			L 7:03 "	7:45 "
L 5:53 "	6:35 "		7:03 "	7:13 "	7:56 "
6:03 "	6:45 "	6:55 "	8:03 "	8:13 "	8:56 "
6:33 "	7:15 "	7:25 "	9:03 "	9:13 "	9:56 "
7:03 "	7:45 "	7:55 "	10:03 "	10:13 "	10:56 "
8:03 "	8:45 "	8:55 "	10:33 "	10:43 "	11:25 "
9:03 "	9:45 "	9:55 "	11:08 "	11:13 "	11:56 "
11:18 PM.	12:00 AM.	12:10 AM.	12:18 AM.	12:28 AM.	1:10 AM.

Tonka Bay Trains will not run into Wildhurst Loop in either direction, when there are no Boat connections to be made at Wildhurst.

TRAIN STOPS

Trains carrying signs reading—

LAKE MINNETONKA, run to Tonka Bay Terminal.

EXCELSIOR LIMITED, run to 2nd St. Excelsior.

EXCELSIOR EXCURSION, run to Dock Station, Excelsior.

WESTBOUND—Lake Minnetonka or Deephaven Trains stop only to receive passengers for points west of Hopkins at—
- Sixth Street
- Seventh Street
- Twelfth Street
- Groveland Ave.
- Douglas Ave.
- 29th Street
- Lake Street
- A—Lake Harriet Station
- Lake Harriet Loop
- City Limits
- Grimes
- Browndale
- Brookside
- Mendelssohn
- Hopkins Sub Station

EASTBOUND—Stop at points west of Lake St. only to discharge passengers from west of Hopkins. East of Lake St. make all local stops to 6th St.

EXCELSIOR LIMITED trains are indicated thus (L.) These Trains as well as Excelsior Excursion Trains make no stops between Lake Harriet Loop and Dock Station, Excelsior, except at Hopkins.

LAKE MINNETONKA Trains stop at—
- 9th Ave. (Hopkins)
- Deephaven Junction
- Glen Lake
- Clearspring
- Vine Hill
- Christmas Lake
- Excelsior—Dock Station
- " 1st Street
- " 2nd Street
- " 3rd Street
- Manitou
- Crescent Beach
- B—Wildhurst
- Tonka Bay

DEEPHAVEN Trains stop at—
- 9th Ave. (Hopkins)
- Deephaven Junction
- Baker
- Boulevard
- Groveland
- Breezy Point
- Northome
- Deephaven

A—Westbound only.
B—Only for Boat connection.

TIME TABLES—MINNEAPOLIS AND LAKE MINNETONKA ELECTRIC CARS

Starting Point of all Lake Minnetonka Cars in Minneapolis—Ticket Office and Waiting Room, 17 North 6th St. Telephones—N. W. 2071—T. S. 3133

EXCELSIOR LINE

DISTANCE, MINNEAPOLIS TO EXCELSIOR, 18 MILES

WEEKDAYS

Leave Minn'polis	Arrive Excelsior	Leave Excelsior	Arrive Minn'polis
4:03 AM.	4:45 AM.		
6:03 "	6:45 "	7:00 AM.	7:42 AM.
L 6:33 "	7:15 "	L 7:30 "	8:12 "
7:03 "	7:45 "	8:00 "	8:42 "
L 7:33 "	8:15 "	L 8:30 "	9:12 "
8:03 "	8:45 "	9:00 "	9:42 "
L 8:33 "	9:15 "	L 9:30 "	10:12 "
9:03 "	9:45 "	10:00 "	10:42 "
L 9:33 "	10:15 "	L10:30 "	11:12 "
10:03 "	10:45 "	11:00 "	11:42 "
L10:33 "	11:15 "	L11:30 "	12:12 PM.
11:03 "	11:45 "	12:00 M.	12:42 "
L11:33 "	12:15 PM.	L12:30 PM.	1:12 "
12:03 PM.	12:45 "	1:00 "	1:42 "
L12:33 "	1:15 "	L 1:30 "	2:12 "
1:03 "	1:45 "	2:00 "	2:42 "
L 1:33 "	2:15 "	L 2:30 "	3:12 "
2:03 "	2:45 "	3:00 "	3:42 "
L 2:33 "	3:15 "	L 3:30 "	4:12 "
3:03 "	3:45 "	4:00 "	4:42 "
L 3:33 "	4:15 "	L 4:30 "	5:12 "
4:03 "	4:45 "	5:00 "	5:42 "
L 4:33 "	5:15 "	L 5:30 "	6:12 "
5:03 "	5:45 "	6:00 "	6:42 "
L 5:33 "	6:15 "	L 6:30 "	7:12 "
6:03 "	6:45 "	7:00 "	7:42 "
7:03 "	7:45 "	8:00 "	8:42 "
8:03 "	8:45 "	9:00 "	9:42 "
†10:03 "	10:45 "	†10:45 "	10:27 "
§11:33 "	12:15 AM.	§12:20 AM.	1:02 AM.

† Saturday only. § Wednesday and Saturday.

SUNDAYS

Leave Minn'polis	Leave Excelsior
4:03 AM.	
6:03 "	7:00 AM.
7:03 "	8:00 "
8:03 "	9:00 "
and every half hour to	and every half hour to
7:03 PM.	8:00 PM.
then	then
8:03 PM.	9:00 PM.
9:03 "	10:00 "
10:03 "	10:45 "
11:33 "	12:20 AM.

L—EXCELSIOR LIMITED

Cars are indicated thus (L) and make no stops between Lake Harriet and Excelsior except at Hopkins.

STOPS.

WESTBOUND—Excelsior Local or Deephaven cars stop only to take on passengers for points west of Hopkins at—6th Street
- 7th Street
- 12th Street
- Groveland Ave.
- Douglas Ave.
- Lake Street
- ¶ Harriet Station
- City Limits
- Browndale
- Abbott Park
- Mendelssohn
- SubStation

EASTBOUND—Stop at above points only to let off passengers from West of Hopkins.

¶Eastbound at "Loop".

EXCELSIOR Local cars stop on signal at
- 9th Ave. (Hopkins)
- Deephaven Jct.
- Glen Lake
- Purgatory
- Vine Hill
- Christmas Lake
- Dock Station

DEEPHAVEN cars stop on signal at—
- 9th Ave. (Hopkins)
- Deephaven Jct.
- Baker
- Groveland
- Breezy Point
- Northome

DEEPHAVEN LINE

DISTANCE, MINNEAPOLIS TO DEEPHAVEN, 17 MILES

WEEKDAYS				SUNDAYS	
Leave Minn'polis	Arrive De'phaven	Leave De'phaven	Arrive Minn'polis	Leave Minn'polis	Leave De'phaven
		7:10 AM.	7:52 AM.		9:45 AM.
6:58 AM.	7:39 AM.	7:45 "	8:27 "	9:58 AM.	10:45 "
7:58 "	8:39 "	8:45 "	9:27 "	11:58 "	12:45 PM.
9:58 "	10:39 "	10:45 "	11:27 "	1:58 PM.	2:45 "
11:58 "	12:39 PM.	12:45 PM.	1:27 PM.	3:58 "	4:45 "
1:58 PM.	2:39 "	2:45 "	3:27 "	5:58 "	6:45 "
3:58 "	4:39 "	4:45 "	5:27 "		
4:58 "	5:39 "	5:45 "	6:27 "		

COMO-HOPKINS LINE

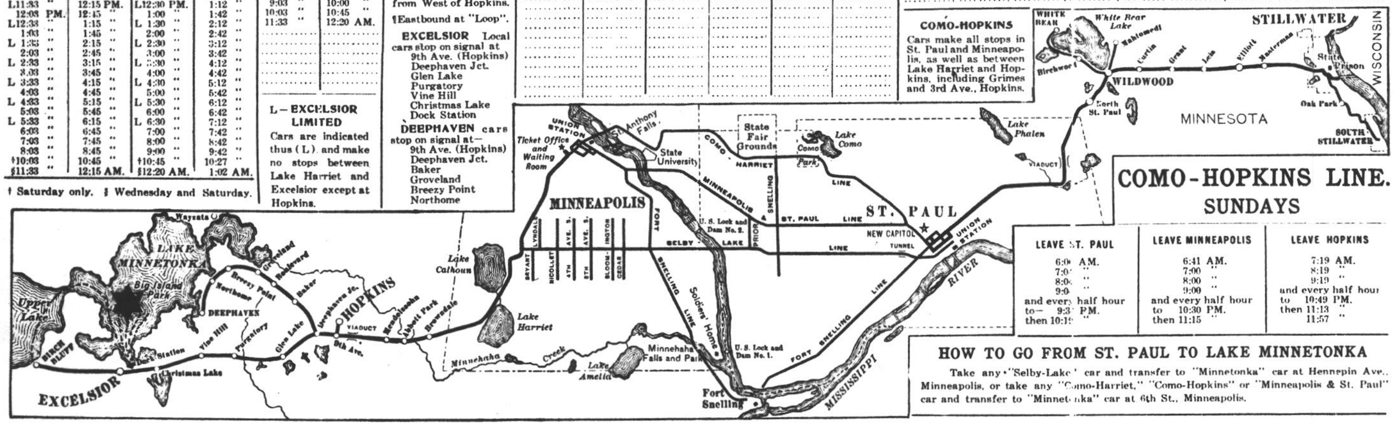
St. Paul to Hopkins, 21 miles; time 1 hour 38 min. Minneapolis to Hopkins, 10 miles; time 42 min.

WEEKDAYS

LEAVE ST. PAUL (Robert and 6th Sts.)			LEAVE MINNEAPOLIS (Wash. and Henn. Aves.)			LEAVE HOPKINS (For Twin Cities)		
5:00 AM.	11:04 AM.	4:34 PM.	:36 AM.	11:00 AM.	4:30 PM.	6:19 AM.	11:49 AM.	5:19 PM.
6:06 "	11:34 "	5:01 "	:00 "	11:30 "	5:00 "	6:49 "	12:19 PM.	5:49 "
6:34 "	12:04 PM.	5:31 "	:30 "	12:00 M.	5:30 "	7:19 "	12:49 "	6:19 "
7:04 "	12:34 "	6:01 "	7:00 "	12:30 PM.	6:00 "	7:49 "	1:19 "	6:49 "
7:34 "	1:04 "	6:31 "	7:30 "	1:00 "	6:30 "	8:19 "	1:49 "	7:19 "
8:04 "	1:34 "	7:04 "	:00 "	1:30 "	7:00 "	8:49 "	2:19 "	7:49 "
8:34 "	2:04 "	8:04 "	8:30 "	2:00 "	7:30 "	9:19 "	2:49 "	8:20 "
9:04 "	2:34 "	9:04 "	9:00 "	2:30 "	8:00 "	9:49 "	3:19 "	9:20 "
9:34 "	3:04 "	10:24 "	9:30 "	3:00 "	9:00 "	10:19 "	3:49 "	10:20 "
10:04 "	3:34 "		10:00 "	3:30 "	10:00 "	10:49 "	4:19 "	11:20 "
10:34 "	4:04 "		10:30 "	4:00 "	11:20 "	11:19 "	4:49 "	12:02 AM.

COMO-HOPKINS

Cars make all stops in St. Paul and Minneapolis, as well as between Lake Harriet and Hopkins, including Grimes and 3rd Ave., Hopkins.


WHITE BEAR
White Bear Lake
Mahtomedi
Birchwood
WILDWOOD
Curtis
Grant
Lois
Elliott
Masterman
STILLWATER
State Prison
WISCONSIN
Oak Park
SOUTH STILLWATER
MINNESOTA
North St. Paul
Lake Phalen
VIADUCT
Lake Como
Como Park
State Fair Grounds
COMO HARRIET
MINNEAPOLIS ST. PAUL LINE
SNELLING
PRIOR
ST. PAUL
NEW CAPITOL
TUNNEL
UNION STATION
SELBY LAKE LINE
U.S. Lock and Dam No. 2
U.S. Lock and Dam No. 1
FORT SNELLING LINE
SNELLING LINE
Soldiers Home
Minnehaha Falls and Park
Fort Snelling
MISSISSIPPI
RIVER
UNION STATION
Ticket Office and Waiting Room
Anthony Falls
State University
MINNEAPOLIS
LYNDALE
BRYANT
NICOLLET
4TH AVE. S.
5TH AVE. S.
BLOOMINGTON
CEDAR
Lake Calhoun
Lake Harriet
Minnehaha Creek
Lake Amelia
Wayzata
LAKE MINNETONKA
Big Island Park
Upper Lake
BIRCH BLUFF
EXCELSIOR
Christmas Lake
Dock Station
Vine Hill
Purgatory
Glen Lake
DEEPHAVEN
Northome
Breezy Point
Groveland
Boulevard
Baker
Deephaven Jc.
HOPKINS
9th Ave.
VIADUCT
Mendelssohn
Abbott Park
Browndale

COMO-HOPKINS LINE.

SUNDAYS

LEAVE ST. PAUL	LEAVE MINNEAPOLIS	LEAVE HOPKINS
6:0 AM.	6:41 AM.	7:19 AM.
7:0 "	7:00 "	8:19 "
8:0 "	8:00 "	9:19 "
9:0 "	9:00 "	and every half hour
and every half hour	and every half hour	to 10:49 PM.
to— 9:3 PM.	to 10:30 PM.	then 11:13 "
then 10:1 "	then 11:15 "	11:57 "

HOW TO GO FROM ST. PAUL TO LAKE MINNETONKA

Take any "Selby-Lake" car and transfer to "Minnetonka" car at Hennepin Ave., Minneapolis, or take any "Como-Harriet," "Como-Hopkins" or "Minneapolis & St. Paul" car and transfer to "Minnetonka" car at 6th St., Minneapolis.

Above are reproduced two public timetables of the 'Tonka lines when in their earliest era. The one at the top is dated May 30, 1908---while the one below was in effect May 1, 1907. (1908 TT. from Sulzbach, 1907 from J. R. McFarlane)

RATES OF FARE

LAKE MINNETONKA LINES

FROM MINNEAPOLIS—EACH WAY

To St. Louis Park	10 cents
To Brookside	10 cents
To Hopkins	15 cents
To Glen Lake	20 cents
To Excelsior	25 cents
To Boulevard	20 cents
To Deephaven	25 cents
Minneapolis, City Limits or Brookside to Tonka Bay	25 cents
Excelsior to Tonka Bay	10 cents

COMMUTATION TICKETS

MINNETONKA—Regular 25-Ride Commutation Ticket ($4.50) per ride	18 cents
MINNETONKA — Students' 25-Ride Commutation Ticket, sold only during school season ($3.25) per ride	13 cents
HOPKINS—Regular 25-Ride Commutation Ticket ($3.00) per ride	12 cents
HOPKINS—Students' 25-Ride Commutation Ticket, sold only during School season ($2.50) per ride	10 cents

STEAMBOAT CASH FARES

Express Boats, each way	10 cents
Ferry Boats, round trip	10 cents
Excursion Boats, round trip	25 cents

TICKET OFFICES

Commutation Tickets, Time Tables and Information can be obtained at following offices:

Minneapolis—Ticket Office, 17 North 6th St.
B. L. Sacre, Ticket Agent.
W. A. Hanson, Ass't Ticket Agent.

Excelsior—Minnetonka Drug Co., Agents.
Hopkins—N. H. Nelson, Agent.

For any further information regarding service of "Twin City Lines" please telephone, call on or write to—

A. W. Warnock, General Passenger Agent.

General Office—Hennepin Ave. and 11th St., Minneapolis.
Minneapolis Telephones — N. W. Main 4580 — T. S. 3134.
St. Paul Telephone — N. W. Main 2616

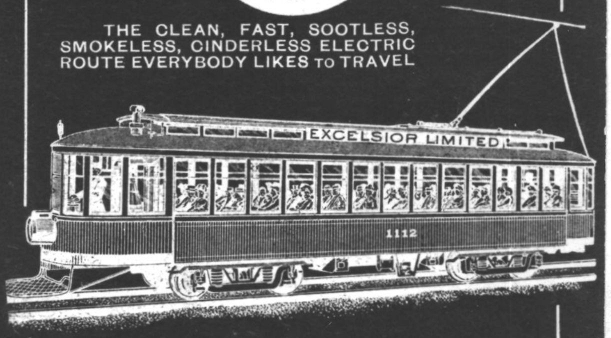
NO. 30—IN EFFECT MAY 30, 1908.

TIME TABLES LAKE MINNETONKA

FAST CARS AND BOATS

TWIN CITY LINES

THE CLEAN, FAST, SOOTLESS, SMOKELESS, CINDERLESS ELECTRIC ROUTE EVERYBODY LIKES TO TRAVEL



These Time Tables supersede all others previously issued and are subject to change and correction without notice. Cars and Boats are usually "On Time" and make connections according to tables given hereon, and all means are employed to do so, but such connections are not guaranteed. The Company will not be responsible for consequences arising from delays or errors in these printed schedules.

WILLARD J. HIELD, General Manager.

TONKA BAY HOTEL

(MANAGEMENT "TWIN CITY LINES")

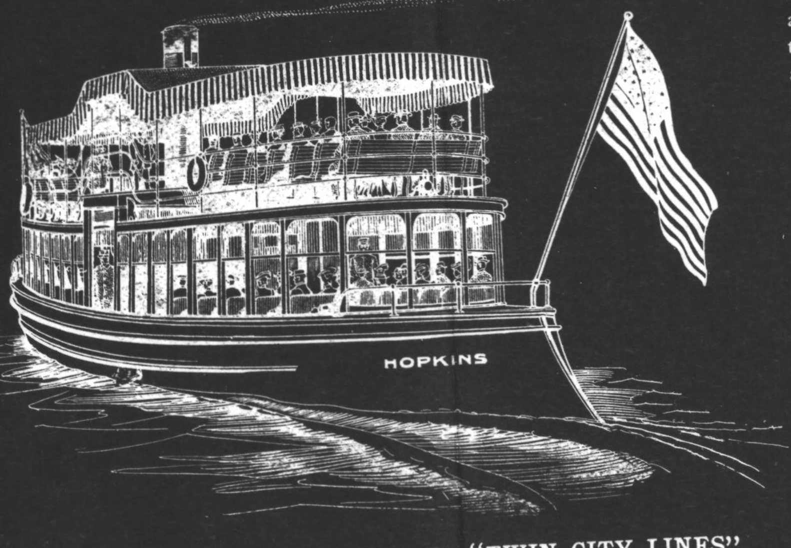
WILL OPEN ON SATURDAY, JUNE 13

TONKA BAY HOTEL, beautifully located at Tonka Bay on the South Shore of Lake Minnetonka, and the terminus of the "Twin City Lines," is the lake's largest and best hotel. For many years it has been the favored spot for tourists, who come every summer, to spend their vacation at this ideal resort.

Meals are served at all hours, a la carte or table d'hote, and the table offers the best and freshest that the market affords. The cuisine and service are of the highest standard and are as good as a liberal management can make them.

All sleeping rooms are large and commodious and have outside windows, which insure the full benefit of the delightful lake breezes. Single or en suite, with or without baths. Children are welcome and every convenience is provided for their welfare.

Rates are very reasonable, being from $3 to $5 per day. Special rates for familes or parties for the season.



MINNETONKA EXPRESS BOAT—"TWIN CITY LINES"

The Tonka Bay Hotel has recently passed into the hands of the "Twin City Lines" and has been thoroughly overhauled and brought up to the high standard of excellence maintained by that company.

It will be a pleasure to give you any further information as to rates and service, or to answer any questions regarding the hotel.

P. J. METZDORF, Hotel and Park Manager, "TWIN CITY LINES", MINNEAPOLIS, MINN.

FAST ELECTRIC TRAIN SERVICE

EXCELSIOR—WILDHURST—TONKA BAY

Minneapolis to Excelsior—18 miles. Minneapolis to Tonka Bay—21 miles.

Leave Minn'polis	Arrive Excelsior (2nd St.)	Arrive Tonka Bay	Leave Tonka Bay	Leave Excelsior (2nd St.)	Arrive Minn'polis
* 6:03 AM.	* 6:45 AM.	* 6:55 AM.	* 7:03 AM.	* 7:13 AM.	* 7:55 AM.
* 7:03 “	* 7:45 “	....	....	* 7:50 “	* 8:32 “
8:03 “	8:45 “	8:55 “	9:03 “	9:13 “	9:55 “
9:03 “	9:45 “	....	....	10:13 “	10:55 “
10:03 “	10:45 “	§10:55 “	§11:03 “	11:13 “	11:55 “
11:03 “	11:45 “	....	....	12:13 PM.	12:55 PM.
12:03 PM.	12:45 PM.	....	....	1:13 “	1:55 “
1:03 “	1:45 “	1:55 PM.	2:03 PM.	2:13 “	2:55 “
2:03 “	2:45 “	....	....	3:13 “	3:55 “
3:03 “	3:45 “	....	....	4:13 “	4:55 “
4:03 “	4:45 “	4:55 “	5:03 “	5:13 “	5:55 “
5:03 “	5:45 “	5:55 “	6:03 “	6:13 “	6:55 “
6:13 “	6:55 “	7:05 “	7:10 “	7:20 “	8:02 “
7:03 “	7:45 “	....	....	8:13 “	8:55 “
‡11:18 “	‡12:00 AM.	‡12:10 AM.	‡12:18 AM.	‡12:28 AM.	‡ 1:10 AM.

*** Weekdays Only. ‡ Wednesdays and Saturdays Only. § Sundays Only.**

Baggage & Express Train—Except Sundays

PM.				PM.
2:33	Lv......	MINNEAPOLIS	......Ar.	6:28
2:50	Ar......	Lake Harriet	......Lv.	6:10
2:55	“	Grimes	...... “	6:05
2:56	“	Browndale	...... “	6:04
2:57	“	Brookside	...... “	6:03
2:59	“	Mendelssohn	...... “	6:01
3:00	“	Hopkins Sub Sta.	...... “	6:00
3:01	“	“ 9th Ave.	...... “	5:59
3:02	“	Deephaven Jct.	...... “	......
3:05	“	Glen Lake	...... “	4:53
3:08	“	Clearspring	...... “	4:50
3:10	“	Vine Hill	...... “	4:48
3:12	“	Christmas Lake	...... “	4:46
3:13	Ar......	EXCELSIOR	......Lv.	4:45
3:43	Lv......	STATION	......Ar.	4:45
3:48	Ar......	Manitou	......Lv.	4:40
3:50	“	Crescent Beach	...... “	4:38
3:55	“	TONKA BAY	...... “	4:33
5:05	“	Hopkins-Excel'r Av.	...... “	......
5:10	“	Deephaven Jct.	...... “	5:58
5:12	“	Baker	...... “	5:56
5:15	“	Boulevard	...... “	5:53
5:18	“	Groveland	...... “	5:50
5:20	“	Breezy Point	...... “	5:48
5:21	“	Northome	...... “	5:47
5:23	Ar......	DEEPHAVEN	......Lv.	5:45

DEEPHAVEN LINE

Minneapolis to Deephaven—17 miles.

WEEKDAYS				SUNDAYS	
Leave Minn'polis	Arrive Deephaven	Leave Deephaven	Arrive Minn'polis	Leave Minn'polis	Leave Deephaven
6:13 AM.	6:54 AM.	7:00 AM.	7:42 AM.	9:58 AM.	12:45 PM.
7:48 “	8:29 “	8:40 “	9:22 “	1:58 PM.	4:45 “
1:58 PM.	2:39 PM.	2:45 PM.	3:27 PM.	....	....
5:33 “	6:14 “	6:20 “	7:02 “	....	....

TRAIN STOPS

Trains carrying signs reading—

LAKE MINNETONKA, run to Tonka Bay Terminal.

EXCELSIOR LIMITED, run to 2nd St. Excelsior.

EXCELSIOR EXCURSION, run to Dock Station, Excelsior.

WESTBOUND--Lake Minnetonka or Deephaven Trains stop only to receive passengers for points west of Hopkins at—

Sixth Street
Seventh Street
Twelfth Street
Groveland Ave.
Douglas Ave.
29th Street
Lake Street
A—Lake Harriet Station
Lake Harriet Loop
City Limits
Grimes
Browndale
Brookside
Mendelssohn
Hopkins Sub Station

EASTBOUND—Stop at points west of Lake St. only to discharge passengers from west of Hopkins. East of Lake St. make all local stops to 6th St.

EXCELSIOR LIMITED trains are indicated thus (L.) These Trains as well as Excelsior Excursion Trains make no stops between Lake Harriet Loop and Dock Station, Excelsior, except at Hopkins.

LAKE MINNETONKA Trains stop at—

9th Ave. (Hopkins)
Deephaven Junction
Glen Lake
Clearspring
Vine Hill
Christmas Lake
Excelsior—Dock Station
“ 1st Street
“ 2nd Street
“ 3rd Street
Manitou
Crescent Beach
Tonka Bay

DEEPHAVEN Trains stop at—

9th Ave. (Hopkins)
Deephaven Junction
Baker
Boulevard
Groveland
Breezy Point
Northome
Deephaven

A—Westbound only.

BAGGAGE RULES.

Personal Baggage of Passengers is carried on Lake Minnetonka Rail Lines of this Company as per schedules shown herewith.

Patrons are thus advised when to have Baggage ready at Train Stopping Places for shipment to Minneapolis and also when to expect their Baggage from Minneapolis.

Only one piece of Baggage not to exceed 150 pounds will be received on any one ticket for any one trip of Baggage Train.

Baggage will be accepted for checking only on presentation of Lake Minnetonka 25-Ride Ticket, or Lake Minnetonka One-Way Trip Ticket. No Baggage will be checked on Special Excursion Ticket (Form 1).

The term "Baggage" applies only to trunks, valises, dress suit cases, telescopes, satchels, handbags, or steamer bags containing wearing apparel or personal effects of owner.

"Baggage" does not mean household goods in any form whatever—sewing machines, lawn mowers, garden tools, tents, rolls of rugs, etc., which will be carried only as Express commodities.

Only such Baggage as is commonly accepted by any steam railroad will be checked and under no circumstances will any single piece of Baggage weighing more than 150 pounds be accepted.

All Baggage from Minneapolis to Lake Minnetonka points must be delivered at the Company's Ticket Office 17 North 6th Street, Minneapolis, and all Baggage from Lake Minnetonka points to Minneapolis will be delivered at the same place in Minneapolis by Company, from which place owner must have same removed within 24 hours after delivery. Otherwise Baggage will be subject to Storage Charges.

Owner of Baggage (or representative) must personally check Baggage at Ticket Office, Minneapolis, for points on Lake Minnetonka Rail Lines. If Baggage is to be picked up at some station where there is no agent, like Brookside, owner (or representative) must offer Baggage to Agent on Baggage and Express Car with suitable transportation, otherwise Baggage will not be picked up.

In carrying Personal Baggage, this Company does not assume any liability after Baggage is deposited at destination, whether Crossroad or Station to which Baggage is checked. Owner must take care of Baggage immediately on delivery at destination to protect same from damage by rains or destruction, or loss or damage by any other means. After delivery of Baggage at destination, to which it has been checked, this Company cannot, and does not, agree to any further liability, and such Baggage will be deposited at Crossroad or Station at sole risk of owner.

RATES OF FARE

FROM MINNEAPOLIS—EACH WAY

To Brookside	10 cents
To Hopkins	15 cents
To Glen Lake	20 cents
To Excelsior	25 cents
To Tonka Bay	25 cents
To Boulevard	20 cents
To Deephaven	25 cents
Excelsior to Tonka Bay	10 cents

COMMUTATION TICKETS

MINNETONKA—25 Ride ($4.50) per ride	18 cents
HOPKINS—25 Ride ($3.00) per ride	12 cents

TICKET OFFICES

Minneapolis Ticket Office, 17 N. 6th St.
Telephones—N. W. Main 2071—T. S. 3133
J. W. GRESHAM, Ticket Agent.
F. M. JACOBSON, Ass't. Ticket Agent.
EXCELSIOR—MINNETONKA DRUG CO., Agents.
HOPKINS—N. H. NELSON, Agent.

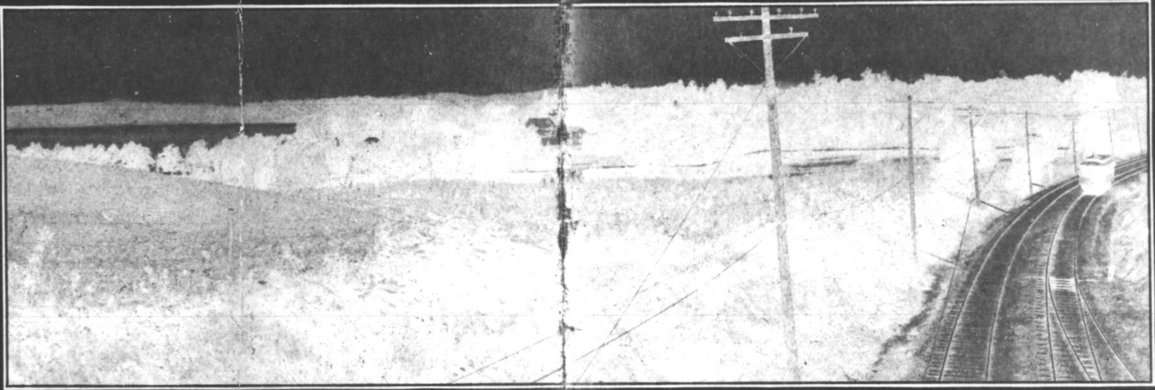
NO. 46—IN EFFECT MAY 28, 1910.

LAKE MINNETONKA

Fast Trains and Boats

TWIN CITY LINES

THE CLEAN, FAST, SMOKELESS, ELECTRIC ROUTE EVERYBODY LIKES TO TRAVEL



For any further information regarding service of TWIN CITY LINES please telephone, call on or write to the General Passenger Agent.

General Office—Hennepin Ave. and 11th St., Minneapolis

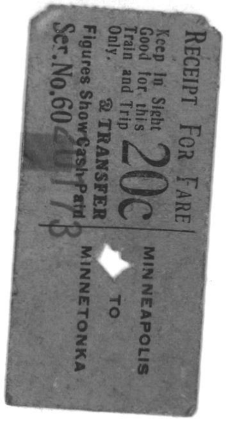
Minneapolis Telephones—N. W. Main 4580—T. S. 3134

St. Paul Telephone—N. W. Cedar 2616.

H. M. HALL, PRINTER

These Time Tables supersede all others previously issued and are subject to change and correction without notice to the public. Trains and Boats are usually "On Time" and make connections according to tables given and all means are employed to do so, but such connections are not guaranteed. The Company will not be responsible for errors in these printed schedules.

L. S. CAIRNS, General Superintendent
A. W. WARNOCK, General Passenger Agent.



RECEIPT FOR FARE

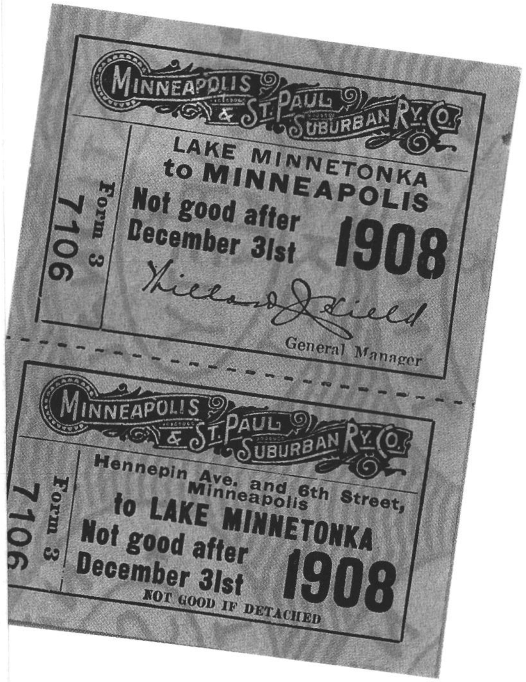
Keep In Sight
Good for this
Train and Trip
Only.

20c

& TRANSFER
Figures Show Cash Paid

Ser.No.60[illegible]173

MINNEAPOLIS
TO
MINNETONKA



MINNEAPOLIS & ST. PAUL SUBURBAN RY. CO.

LAKE MINNETONKA
to MINNEAPOLIS
Not good after
December 31st 1908

Form 3
7106

Willard J. Field
General Manager

MINNEAPOLIS & ST. PAUL SUBURBAN RY. CO.

Hennepin Ave. and 6th Street,
Minneapolis
to LAKE MINNETONKA
Not good after
December 31st 1908

Form 3
7106

NOT GOOD IF DETACHED

EXPRESS SERVICE

Express Packages will be shipped to and from any point reached by the Baggage Trains of this Company (no Express handled on Boats) as shown on the Baggage Train Time Table printed on the other side of this folder

Shippers are thus advised when to have Shipments ready at Train Stopping Places for Shipment to Minneapolis, and also when to expect Shipments from Minneapolis.

All Shipments from Minneapolis to Excelsior, Tonka Bay, Deephaven, or Intermediate Stations, must be delivered at the Company's Ticket Office, 17 North 6th Street, Minneapolis, and all Shipments from those stations to Minneapolis will be delivered at the same place in Minneapolis by Company, from which place owner must have same removed within 24 hours after delivery. Otherwise Shipments will be subject to Storage charges.

COMMODITY RATES

General Merchandise will be carried only over the Rail Lines of this Company, at the following rates:

20 lbs. and less	15 cents	
21 " to 50 lbs.	25 "	
51 " " 75 "	30 "	
76 " " 100 "	35 "	
100 " and over	40 "	per 100 lbs.

The above rates are based on valuation of not to exceed $50 for each Article. This Company will not handle any one Article exceeding $50 in value.

SPECIAL EXCEPTIONS

Beer, Malt, Pop in cases or keg	30 cents per 100 lbs.
Empty Beer, Malt, Pop Cases or Kegs or Milk Cans, each	5 cents
Furniture	double General Merchandise rates
Milk in cans—5 gallons	15 cents
8 "	16 "
10 "	17 "
Empty Standard Chicken Crates, each	10 "
Empty Ice Cream Tubs, each	15 "

No Charge less than 15 cents.

Sewing machines (crated), regular merchandise rates. Sewing machines (uncrated), double regular merchandise rates.

PAYMENT FOR EXPRESS

All payments for Express must be made at the Company's Ticket Office, 17 North 6th Street, Minneapolis.

Westbound, all Shipments from Minneapolis **must be Prepaid at Ticket Office**, where Shipments will be properly weighed and billed before being shipped.

Eastbound, all Shipments will be delivered at Ticket Office, where they will be weighed, billed and collections made for same before delivery to consignee.

BIG ISLAND PARK FERRIES

Excelsior to Park—2.06 Miles—20 Minutes

WEEKDAYS

Leave Excelsior	Leave Park
10:20 AM.	10:50 AM.
11:20 "	11:50 "
12:20 PM.	12:50 PM.
1:20 "	1:50 "
2:20 "	2:50 "
3:20 "	3:50 "
4:20 "	4:50 "
5:20 "	5:50 "
6:20 "	6:50 "
7:20 "	7:50 "
8:20 "	8:50 "
9:20 "	9:50 "

On Sundays Only, Express Boats leave Park at 10:00 P. M to receive or discharge passengers, at various Express Boat Docks.

SUNDAYS

Leave Excelsior	Leave Park
9:20 AM.	9:50 AM.
9:50 "	10:20 "
10:20 "	10:50 "
10:50 "	11:20 "
11:20 "	11:50 "
11:50 "	12:20 PM.
12:20 PM.	12:50 "
12:50 "	1:20 "
1:20 "	1:50 "
1:50 "	2:20 "
2:20 "	2:50 "
2:50 "	3:20 "
3:20 "	3:50 "
3:50 "	4:20 "
4:20 "	4:50 "
4:50 "	5:20 "
5:20 "	5:50 "
5:50 "	6:20 "
6:20 "	6:50 "
6:50 "	7:20 "
7:20 "	7:50 "
7:50 "	8:20 "
8:20 "	8:50 "
8:50 "	9:20 "
9:20 "	10:00 "
10:15 "	10:30 "

BAGGAGE INFORMATION

Personal Baggage is carried over the Rail and Boat Lines of this Company between Minneapolis and Lake Minnetonka points as per schedules shown herewith.

Patrons are thus advised when to have Baggage ready at Train or Boat Stopping Places for shipment to Minneapolis and also when to expect their Baggage from Minneapolis.

The term "Baggage" applies only to trunks, valises, dress suit cases, telescopes, satchels, handbags, or steamer bags containing wearing apparel or personal effects of owner.

"Baggage" does not mean household goods in any form whatever—sewing machines, lawn mowers, garden tools, tents, rolls of rugs, etc., which will be carried only as Express commodities.

Only such Baggage as is commonly accepted by any steam railroad will be checked and under no circumstances will any single piece of Baggage weighing more than 150 pounds be accepted.

Only 150 pounds of Baggage, whether in one or more pieces, will be received on any one ticket for any one trip of Baggage Train or Boat.

All Baggage from Minneapolis to Lake Minnetonka points must be delivered at the Company's Ticket Office 17 North 6th Street, Minneapolis, and all Baggage from Lake Minnetonka points to Minneapolis will be delivered at the same place in Minneapolis by Company, from which place owner must have same removed within 24 hours after delivery. Otherwise Baggage will be subject to Storage Charges.

Baggage will be accepted for checking only on presention of Lake Minnetonka 25-Ride Ticket, or Lake Minnetonka One-Way Trip Ticket. No Baggage will be checked on Special Excursion Ticket (Form 1).

In carrying Personal Baggage, this Company does not assume any liability after Baggage is deposited at destination, whether Crossroad, Station or Dock to which Baggage is checked. Owner must take care of Baggage immediately on delivery at destination to protect same from damage by rains or destruction, or loss or damage by any other means. After delivery of Baggage at destination, to which it has been checked, this Company cannot, and does not, agree to any further liability and such Baggage will be deposited at Crossroad, Station or Dock at sole risk of owner.

BAGGAGE SERVICE—RAIL LINES

* Daily † Except Sunday

AM.	PM.				AM.	PM.
*8:48	†2:33	Lv.	MINNEAPOLIS	Ar	*11:26	†6:28
9:05	2:50	Ar.	Lake Harriet	Lv.	11:08	6:10
9:10	2:55	"	Grimes	"	11:03	6:05
9:11	2:56	"	Browndale	"	11:02	6:04
9:12	2:57	"	Brookside	"	11:01	6:03
9:14	2:59	"	Mendelssohn	"	10:59	6:01
9:15	3:00	"	Hopkins Sub Sta.	"	10:58	6:00
9:16	3:01	"	" 9th Ave.	"	10:57	5:59
9:17	3:02	"	Deephaven Jct.	"	10:56	......
9:20	3:05	"	Glen Lake	"	10:53	4:53
9:23	3:08	"	Clearspring	"	10:50	4:50
9:25	3:10	"	Vine Hill	"	10:48	4:48
9:27	3:12	"	Christmas Lake	"	10:46	4:46
9:28	3:13	Ar.	EXCELSIOR	Lv.	10:45	4:45
9:43	3:43	Lv.	STATION	Ar.	10:45	4:45
9:48	3:48	Ar.	Manitou	Lv.	10:40	4:40
9:50	3:50	"	Crescent Beach	"	10:38	4:38
9:51	3:51	"	Wildhurst	"	10:37	4:37
*9:55	3:55	"	TONKA BAY	"	*10:33	4:33
......	5:05	"	Hopkins-Excel'r Av.	"	......	......
......	5:10	"	Deephaven Jct.	"	......	5:58
......	5:12	"	Baker	"	......	5:56
......	5:15	"	Boulevard	"	......	5:53
......	5:18	"	Groveland	"	......	5:50
......	5:20	"	Breezy Point	"	......	5:48
......	5:21	"	Northome	"	......	5:47
......	†5:23	Ar.	DEEPHAVEN	Lv.	......	†5:45

BAGGAGE SERVICE—BOAT LINES

Daily Except Sunday

AM.	PM.				AM.	PM.
8:48	2:33	Lv.	MINNEAPOLIS	Ar.	11:26	6:28
10:18	4:18	Ar.	Meadville	Lv.	9:06	3:06
10:23	4:23	"	Fairview	"	9:03	3:03
10:27	4:27	"	Linwood	"	8:58	2:58
10:38	4:38	"	Cottagewood	"	8:49	2:49
10:58	4:58	"	Breezy Point	"	8:27	2:27
11:05	5:05	"	Wayzata	'	8:20	2:20
9:58	3:58	"	Wheeler's		9:22	3:22
10:01	4:01	"	Arcola	"	9:18	3:18
10:03	4:03	"	Minnetonka Beach	"	9:15	3:15
10:09	3:58	"	Casco	"	9:57	3:46
10:14	4:03	"	Isle View	"	9:52	3:41
10:19	4:08	"	Spring Park	"	9:47	3:36
10:24	4:13	"	Woolnough's	"	9:42	3:31
10:08	3:57	"	Birch Bluff	"	8:58	2:47
10:13	4:02	"	Edgewood	"	9:53	3:42
11:17	5:06	"	Shady Island	"	9:49	3:38
11:20	5:09	"	Woodside	"	9:46	3:35
10:28	4:17	Ar.	Zumbra Heights	Lv.	9:38	3:27

FAST ELECTRIC TRAIN SERVICE

EXCELSIOR—WILDHURST—TONKA BAY

Minneapolis to Excelsior—18 miles. Minneapolis to Tonka Bay—21 miles.

WEEKDAYS

Leave Minn'polis	Arrive Excelsior (2nd St.)	Arrive Tonka Bay	Leave Tonka Bay	Leave Excelsior (2nd St.)	Arrive Minn'polis
4:03 AM.	4:45 AM.	....	....	....	....
6:03 “	6:45 “	6:55 AM.	7:03 AM.	7:13 AM.	7:55 AM.
L 6:33 “	7:15 “	....	....	L 7:43 “	8:25 “
7:03 “	7:45 “	7:55 “	8:03 “	8:13 “	8:55 “
L 7:33 “	8:15 “	....	....	L 8:43 “	9:25 “
8:03 “	8:45 “	8:55 “	9:03 “	9:13 “	9:55 “
L 8:33 “	9:15 “	....	....	L 9:43 “	10:25 “
9:03 “	9:45 “	9:55 “	10:03 “	10:13 “	10:55 “
L 9:33 “	10:15 “	....	....	L 10:43 “	11:25 “
10:03 “	10:45 “	10:55 “	11:03 “	11:13 “	11:55 “
L 10:33 “	11:15 “	....	....	L 11:43 “	12:25 PM.
11:03 “	11:45 “	11:55 “	12:03 PM.	12:13 PM.	12:55 “
L 11:33 “	12:15 PM.	....	....	L 12:43 “	1:25 “
12:03 PM.	12:45 “	12:55 PM.	1:03 “	1:13 “	1:55 “
L 12:33 “	1:15 “	....	....	L 1:43 “	2:25 “
1:03 “	1:45 “	1:55 “	2:03 “	2:13 “	2:55 “
L 1:33 “	2:15 “	....	....	L 2:43 “	3:25 “
2:03 “	2:45 “	2:55 “	3:03 “	3:13 “	3:55 “
L 2:33 “	3:15 “	....	....	L 3:43 “	4:25 “
3:03 “	3:45 “	3:55 “	4:03 “	4:13 “	4:55 “
L 3:33 “	4:15 “	....	....	L 4:43 “	5:25 “
4:03 “	4:45 “	4:55 “	5:03 “	5:13 “	5:55 “
L 4:33 “	5:15 “	....	....	L 5:43 “	6:25 “
5:03 “	5:45 “	5:55 “	6:03 “	6:13 “	6:55 “
L 5:33 “	6:15 “	....	....	L 6:43 “	7:25 “
6:03 “	6:45 “	6:55 “	7:03 “	7:13 “	7:55 “
L 6:33 “	7:15 “	....	....	....	....
7:03 “	7:45 “	7:55 “	8:03 “	8:13 “	8:55 “
8:03 “	8:45 “	8:55 “	9:03 “	9:13 “	9:55 “
9:03 “	9:45 “	9:55 “	10:03 “	10:13 “	10:55 “
10:03 “	10:45 “	10:55 “	11:03 “	11:13 “	11:55 “
11:18 “	12:00 AM.	12:10 AM.	12:18 AM.	12:28 AM.	1:10 AM.

DEEPHAVEN LINE

Minneapolis to Deephaven—17 miles.

WEEKDAYS				SUNDAYS	
Leave Minn'polis	Arrive Deephaven	Leave Deephaven	Arrive Minn'polis	Leave Minn'polis	Leave Deephaven
....	....	7:00 AM.	7:42 AM.	....	8:45 AM.
6:58 AM.	7:39 AM.	7:45 “	8:27 “	8:58 AM.	9:45 “
7:58 “	8:39 “	8:45 “	9:27 “	9:58 “	10:45 “
9:58 “	10:39 “	10:45 “	11:27 “	10:58 “	11:45 “
11:58 “	12:39 PM.	12:45 PM.	1:27 PM.	11:58 “	12:45 PM.
1:58 PM.	2:39 “	2:45 “	3:27 “	12:58 PM.	1:45 “
3:58 “	4:39 “	4:45 “	5:27 “	1:58 “	2:45 “
4:58 “	5:39 “	5:45 “	6:27 “	2:58 “	3:45 “
5:58 “	6:39 “	6:45 “	7:27 “	3:58 “	4:45 “
....	....	....	....	4:58 “	5:45 “
....	....	....	....	5:58 “	6:45 “

Owing to congestion of traffic on Sundays and Holidays, passengers desiring to make Boat connections at Excelsior, should allow themselves a full hour between Minneapolis and Excelsior, as Boats are despatched promptly on time regardless of arrival of trains.

SUNDAYS

Leave Minn'polis	Arrive Excelsior	Arrive Tonka Bay	Leave Tonka Bay	Leave Excelsior	Arrive Minn'polis
4:03 AM.	4:45 AM.	....	7:03 AM.	7:13 AM.	7:55 AM.
6:03 “	6:45 “	6:55 AM.	8:03 “	8:13 “	8:55 “
7:03 “	7:45 “	7:55 “	8:33 “	8:43 “	9:25 “
7:33 “	8:15 “	8:25 “	9:03 “	9:13 “	9:55 “
8:03 “	8:45 “	8:55 “	....	L 9:23 “	10:05 “
L 8:13 “	8:55 “	....	....	L 9:33 “	10:15 “
L 8:23 “	9:05 “	....	9:33 “	9:43 “	10:25 “
8:33 “	9:15 “	9:25 “	....	L 9:53 “	10:35 “
L 8:43 “	9:25 “	....	....	L 10:03 “	10:45 “
L 8:53 “	9:35 “	....	10:03 “	10:13 “	10:55 “
9:03 “	9:45 “	9:55 “	....	L 10:23 “	11:05 “
L 9:13 “	9:55 “	....	....	L 10:33 “	11:15 “
L 9:23 “	10:05 “	....	10:33 “	10:43 “	11:25 “
9:33 “	10:15 “	10:25 “	....	L 10:53 “	11:35 “
L 9:43 “	10:25 “	....	....	L 11:03 “	11:45 “
L 9:53 “	10:35 “	....	11:03 “	11:13 “	11:55 “
10:03 “	10:45 “	10:55 “	....	L 11:23 “	12:05 PM.
L 10:13 “	10:55 “	....	....	L 11:33 “	12:15 “
L 10:23 “	11:05 “	....	11:33 “	11:43 “	12:25 “
10:33 “	11:15 “	11:25 “	....	L 11:53 “	12:35 “
L 10:43 “	11:25 “	....	....	L 12:03 PM.	12:45 “
L 10:53 “	11:35 “	....	12:03 PM.	12:13 “	12:55 “
11:03 “	11:45 “	11:55 “	....	L 12:23 “	1:05 “
L 11:13 “	11:55 “	....	....	L 12:33 “	1:15 “
L 11:23 “	12:05 PM.	....	12:33 “	12:43 “	1:25 “
11:33 “	12:15 “	12:25 PM.	....	L 12:53 “	1:35 “
L 11:43 “	12:25 “	....	....	L 1:03 “	1:45 “
L 11:53 “	12:35 “	....	1:03 “	1:13 “	1:55 “
12:03 PM.	12:45 “	12:55 “	....	L 1:23 “	2:05 “
L 12:13 “	12:55 “	....	....	L 1:33 “	2:15 “
L 12:23 “	1:05 “	....	1:33 “	1:43 “	2:25 “
12:33 “	1:15 “	1:25 “	....	L 1:53 “	2:35 “
L 12:43 “	1:25 “	....	....	L 2:03 “	2:45 “
L 12:53 “	1:35 “	....	2:03 “	2:13 “	2:55 “
1:03 “	1:45 “	1:55 “	....	L 2:23 “	3:05 “
L 1:13 “	1:55 “	....	....	L 2:33 “	3:15 “
L 1:23 “	2:05 “	....	2:33 “	2:43 “	3:25 “
1:33 “	2:15 “	2:25 “	....	L 2:53 “	3:35 “
L 1:43 “	2:25 “	....	....	L 3:03 “	3:45 “
L 1:53 “	2:35 “	....	3:03 “	3:13 “	3:55 “
2:03 “	2:45 “	2:55 “	....	L 3:23 “	4:05 “
L 2:13 “	2:55 “	....	....	L 3:33 “	4:15 “
L 2:23 “	3:05 “	....	3:33 “	3:43 “	4:25 “
2:33 “	3:15 “	3:25 “	....	L 3:53 “	4:35 “
L 2:43 “	3:25 “	....	....	L 4:03 “	4:45 “
L 2:53 “	3:35 “	....	4:03 “	4:13 “	4:55 “
3:03 “	3:45 “	3:55 “	....	L 4:23 “	5:05 “
L 3:13 “	3:55 “	....	....	L 4:33 “	5:15 “
L 3:23 “	4:05 “	....	4:33 “	4:43 “	5:25 “
3:33 “	4:15 “	4:25 “	....	L 4:53 “	5:35 “
L 3:43 “	4:25 “	....	....	L 5:03 “	5:45 “
L 3:53 “	4:35 “	....	5:03 “	5:13 “	5:55 “
4:03 “	4:45 “	4:55 “	....	L 5:23 “	6:05 “
L 4:13 “	4:55 “	....	....	L 5:33 “	6:15 “
L 4:23 “	5:05 “	....	5:33 “	5:43 “	6:25 “
4:33 “	5:15 “	5:25 “	....	L 5:53 “	6:35 “
L 4:43 “	5:25 “	....	....	L 6:03 “	6:45 “
L 4:53 “	5:35 “	....	6:03 “	6:13 “	6:55 “
5:03 “	5:45 “	5:55 “	....	L 6:23 “	7:05 “
L 5:13 “	5:55 “	....	....	L 6:33 “	7:15 “
L 5:23 “	6:05 “	....	6:33 “	6:43 “	7:25 “
5:33 “	6:15 “	6:25 “	....	L 6:53 “	7:35 “
L 5:43 “	6:25 “	....	....	L 7:03 “	7:45 “
L 5:53 “	6:35 “	....	7:03 “	7:13 “	7:55 “
6:03 “	6:45 “	6:55 “	8:03 “	8:13 “	8:55 “
6:33 “	7:15 “	7:25 “	9:03 “	9:13 “	9:55 “
7:03 “	7:45 “	7:55 “	10:03 “	10:13 “	10:55 “
8:03 “	8:45 “	8:55 “	10:33 “	10:43 “	11:25 “
9:03 “	9:45 “	9:55 “	11:03 “	11:13 “	11:55 “
11:18 PM.	12:00 AM.	12:10 AM.	12:18 AM.	12:28 AM.	1:10 AM.

TRAIN STOPS

Trains carrying signs reading—

LAKE MINNETONKA, run to Tonka Bay Terminal.

EXCELSIOR LIMITED, run to 2nd St. Excelsior.

EXCELSIOR EXCURSION, run to Dock Station, Excelsior.

WESTBOUND--Lake Minnetonka or Deephaven Trains stop only to receive passengers for points west of Hopkins at—

Sixth Street
Seventh Street
Twelfth Street
Groveland Ave.
Douglas Ave.
29th Street
Lake Street
A—Lake Harriet Station
Lake Harriet Loop
City Limits
Grimes
Browndale
Brookside
Mendelssohn
Hopkins Sub Station

EASTBOUND—Stop at points west of Lake St. only to discharge passengers from west of Hopkins. East of Lake St. make all local stops to 6th St.

EXCELSIOR LIMITED trains are indicated thus (L.) These Trains as well as Excelsior Excursion Trains make no stops between Lake Harriet Loop and Dock Station, Excelsior, except at Hopkins.

LAKE MINNETONKA Trains stop at—

9th Ave. (Hopkins)
Deephaven Junction
Glen Lake
Clearspring
Vine Hill
Christmas Lake
Excelsior—Dock Station
“ 1st Street
“ 2nd Street
“ 3rd Street
Manitou
Crescent Beach
B—Wildhurst
Tonka Bay

DEEPHAVEN Trains stop at—

9th Ave. (Hopkins)
Deephaven Junction
Baker
Boulevard
Groveland
Breezy Point
Northome
Deephaven

A—Westbound only.
B—Only for Boat connection.

Tonka Bay Trains will not run into Wildhurst Loop in either direction, when there are no Boat connections to be made at Wildhurst.

FAST LAKE MINNETONKA EXPRESS BOAT SERVICE

EXCELSIOR, DEEPHAVEN AND WAYZATA—LOWER LAKE DIVISION

‡Connects with Deephaven Trains

WEEKDAYS

	MILES	2	1	2	1	2	1	2	1	2	1	2	1	2	1	
		AM.	AM.	AM.	AM.	AM.	AM.	AM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	......
Leave Excelsior	.00	6:43	6:30	7:15	8:15	9:15	10:15	11:15	12:15	1:15	2:15	3:15	4:15	5:15	6:15	......
“ Meadville *	.46	6:51	6:33	7:18	8:18	9:18	10:18	11:18	12:18	1:18	2:18	3:18	4:18	5:18	6:18	......
“ Fairview *	1.41	6:56	6:38	7:23	8:23	9:23	10:23	11:23	12:23	1:23	2:23	3:23	4:23	5:23	6:23	......
“ Linwood *	1.95	6:58	6:42	7:27	8:27	9:27	10:27	11:27	12:27	1:27	2:27	3:27	4:27	5:27	6:27	......
“ Cottagewood *	3.52	......	6:53	7:38	8:38	9:38	10:38	11:38	12:38	1:38	2:38	3:38	4:38	5:38	6:38	......
“ Deephaven	3.99	......	‡7:00	‡7:45	‡8:45	9:45	‡10:45	11:45	‡12:45	1:45	‡2:45	3:45	‡4:45	‡5:45	‡6:45	......
“ Breezy Point *	6.06	......	7:13	7:58	8:58	9:58	10:58	11:58	12:58	1:58	2:58	3:58	4:58	5:58	6:58	......
Arrive Wayzata	7.16	......	7:20	8:05	9:05	10:05	11:05	12:05	1:05	2:05	3:05	4:05	5:05	6:05	7:05	......
Leave Wayzata	.00	......	7:20	8:20	9:20	10:20	11:20	12:20	1:20	2:20	3:20	4:20	5:20	6:20	7:20	......
“ Breezy Point *	1.10	......	7:27	8:27	9:27	10:27	11:27	12:27	1:27	2:27	3:27	4:27	5:27	6:27	7:27	......
“ Deephaven	3.17	......	‡7:45	‡8:45	9:45	‡10:45	11:45	‡12:45	1:45	‡2:45	3:45	‡4:45	‡5:45	‡6:45	7:45	......
“ Cottagewood *	3.64	......	7:49	8:49	9:49	10:49	11:49	12:49	1:49	2:49	3:49	4:49	5:49	6:49	7:49	......
“ Linwood *	5.21	6:58	7:58	8:58	9:58	10:58	11:58	12:58	1:58	2:58	3:58	4:58	5:58	6:58	7:58	......
“ Fairview *	5.75	7:03	8:03	9:03	10:03	11:03	12:03	1:03	2:03	3:03	4:03	5:03	6:03	7:03	8:03	......
“ Meadville *	6.70	7:06	8:06	9:06	10:06	11:06	12:06	1:06	2:06	3:06	4:06	5:06	6:06	7:06	8:06	......
Arrive Excelsior	7.16	7:10	8:10	9:10	10:10	11:10	12:10	1:10	2:10	3:10	4:10	5:10	6:10	7:10	8:10	......

SUNDAYS

	MILES	1	2	1	2	1	2	1	2	1	2	1	2
		AM.	AM.	AM.	AM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.
Leave Excelsior	.00	8:15	9:15	10:15	11:15	12:15	1:15	2:15	3:15	4:15	5:15	6:15	7:15
“ Meadville *	.46	8:18	9:18	10:18	11:18	12:18	1:18	2:18	3:18	4:18	5:18	6:18	7:18
“ Fairview *	1.41	8:23	9:23	10:23	11:23	12:23	1:23	2:23	3:23	4:23	5:23	6:23	7:23
“ Linwood *	1.95	8:27	9:27	10:27	11:27	12:27	1:27	2:27	3:27	4:27	5:27	6:27	‖7:27
“ Cottagewood *	3.52	8:38	9:38	10:38	11:38	12:38	1:38	2:38	3:38	4:38	5:38	6:38	......
“ Deephaven	3.99	‡8:45	‡9:45	‡10:45	‡11:45	‡12:45	‡1:45	‡2:45	‡3:45	‡4:45	‡5:45	‡6:45	......
“ Breezy Point *	6.06	8:58	9:58	10:58	11:58	12:58	1:58	2:58	3:58	4:58	5:58	6:58	......
Arrive Wayzata	7.16	9:05	10:05	11:05	12:05	1:05	2:05	3:05	4:05	5:05	6:05	7:05	......
Leave Wayzata	.00	9:20	10:20	11:20	12:20	1:20	2:20	3:20	4:20	5:20	6:20	7:20	......
“ Breezy Point *	1.10	9:27	10:27	11:27	12:27	1:27	2:27	3:27	4:27	5:27	6:27	7:27	......
“ Deephaven	3.17	‡9:45	‡10:45	‡11:45	‡12:45	‡1:45	‡2:45	‡3:45	‡4:45	‡5:45	‡6:45	7:45	......
“ Cottagewood *	3.64	9:49	10:49	11:49	12:49	1:49	2:49	3:49	4:49	5:49	6:49	‖7:49	......
“ Linwood *	5.21	9:58	10:58	11:58	12:58	1:58	2:58	3:58	4:58	5:58	6:58	7:58	......
“ Fairview *	5.75	10:03	11:03	12:03	1:03	2:03	3:03	4:03	5:03	6:03	7:03	8:03	......
“ Meadville *	6.70	10:06	11:06	12:06	1:06	2:06	3:06	4:06	5:06	6:06	7:06	8:06	......
Arrive Excelsior	7.16	10:10	11:10	12:10	1:10	2:10	3:10	4:10	5:10	6:10	7:10	8:10	......

EXCELSIOR AND MINNETONKA BEACH—LOWER LAKE DIVISION

‖ Stops at Big Island Park after leaving Linwood and Cottagewood.

	MILES	3	3	3	3	3	3	3	3	3	3	3	3	3		
		AM.	AM.	AM.	AM.	AM.	AM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	......	......
Leave Excelsior	.00	6:45	7:45	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45	......	......
“ Tonka Bay	1.10	6:53	7:53	8:53	9:53	10:53	11:53	12:53	1:53	2:53	3:53	4:53	5:53	6:53	......	......
“ Wheeler's *	1.85	6:58	7:58	8:58	9:58	10:58	11:58	12:58	1:58	2:58	3:58	4:58	5:58	6:58	......	......
“ Arcola *	2.72	7:01	8:01	9:01	10:01	11:01	12:01	1:01	2:01	3:01	4:01	5:01	6:01	7:01	......	......
Arrive Minnetonka Beach	3.22	7:03	8:03	9:03	10:03	11:03	12:03	1:03	2:03	3:03	4:03	5:03	6:03	7:03	......	......
Leave Interlachen *	.00	7:10	......	......	......	......	......	......	......	......	......	......	......	7:10	......	......
“ Minnetonka Beach	.00	7:15	8:15	9:15	10:15	11:15	12:15	1:15	2:15	3:15	4:15	5:15	6:15	7:15	......	......
“ Arcola *	.50	7:18	8:18	9:18	10:18	11:18	12:18	1:18	2:18	3:18	4:18	5:18	6:18	7:18	......	......
“ Wheeler's *	1.37	7:22	8:22	9:22	10:22	11:22	12:22	1:22	2:22	3:22	4:22	5:22	6:22	7:22	......	......
“ Tonka Bay	2.12	7:27	8:27	9:27	10:27	11:27	12:27	1:27	2:27	3:27	4:27	5:27	6:27	7:27	......	......
Arrive Excelsior	3.22	7:37	8:37	9:37	10:37	11:37	12:37	1:37	2:37	3:37	4:37	5:37	6:37	7:37	......	......

	MILES	3	3	3	3	3	3	3	3	3	3	3	
		AM.	AM.	AM.	AM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	......
Leave Excelsior	.00	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45	......
“ Tonka Bay	1.10	8:53	9:53	10:53	11:53	12:53	1:53	2:53	3:53	4:53	5:53	6:53	......
“ Wheeler's *	1.85	8:58	9:58	10:58	11:58	12:58	1:58	2:58	3:58	4:58	5:58	6:58	......
“ Arcola *	2.72	9:01	10:01	11:01	12:01	1:01	2:01	3:01	4:01	5:01	6:01	7:01	......
Arrive Minnetonka Beach	3.22	9:03	10:03	11:03	12:03	1:03	2:03	3:03	4:03	5:03	6:03	7:03	......
Leave Interlachen *	.00	9:10	......	......	......	......	......	......	......	......	......	7:10	......
“ Minnetonka Beach	.00	9:15	10:15	11:15	12:15	1:15	2:15	3:15	4:15	5:15	6:15	7:15	......
“ Arcola *	.50	9:18	10:18	11:18	12:18	1:18	2:18	3:18	4:18	5:18	6:18	7:18	......
“ Wheeler's *	1.37	9:22	10:22	11:22	12:22	1:22	2:22	3:22	4:22	5:22	6:22	7:22	......
“ Tonka Bay	2.12	9:27	10:27	11:27	12:27	1:27	2:27	3:27	4:27	5:27	6:27	§7:27	......
Arrive Excelsior	3.22	9:37	10:37	11:37	12:37	1:37	2:37	3:37	4:37	5:37	6:37	7:37	..

WILDHURST AND SPRING PARK—UPPER LAKE DIVISION

§ Stops at Big Island Park after leaving Tonka Bay

	MILES	4	5	4	5	4	5	4	4	5	4	5	4	5	4	
		AM.	AM.	AM.	AM.	AM.	AM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	
Leave Wildhurst	.00	Lv Exc'lsior for Wool'gh 6:10 AM.	7:03	8:03	9:03	10:03	11:03	12:03	12:52	1:52	2:52	3:52	4:52	5:52	6:52	Ar. Excelsior 8:20 pm.
“ Casco *	.75		7:09	8:09	9:09	10:09	11:09	12:09	12:58	1:58	2:58	3:58	4:58	5:58	6:58	
“ Isle View *	1.88		7:14	8:14	9:14	10:14	11:14	12:14	1:03	2:03	3:03	4:03	5:03	6:03	7:03	
Arrive Spring Park	2.78		7:19	8:19	9:19	10:19	11:19	12:19	1:08	2:08	3:08	4:08	5:08	6:08	7:08	
Arrive Woolnough's *	3.38		7:24	8:24	9:24	10:24	11:24	12:24	1:13	2:13	3:13	4:13	5:13	6:13	7:13	
Leave Woolnough's *	.00	6:42	7:42	8:42	9:42	10:42	11:42	12:31	1:31	2:31	3:31	4:31	5:31	6:31	7:31	
“ Spring Park	.60	6:47	7:47	8:47	9:47	10:47	11:47	12:36	1:36	2:36	3:36	4:36	5:36	6:36	7:36	
“ Isle View *	1.50	6:52	7:52	8:52	9:52	10:52	11:52	12:41	1:41	2:41	3:41	4:41	5:41	6:41	7:41	
“ Casco *	2.63	6:57	7:57	8:57	9:57	10:57	11:57	12:46	1:46	2:46	3:46	4:46	5:46	6:46	7:46	
Arrive Wildhurst	3.38	7:03	8:03	9:03	10:03	11:03	12:03	12:52	1:52	2:52	3:52	4:52	5:52	6:52	7:52	

	MILES		4	5	4	5	4	5	4	5	4	5	4	5	
			AM.	AM.	AM.	AM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	
Leave Wildhurst	.00	Lv. Excelsior 7:35 am.	8:03	9:03	10:03	11:03	12:03	1:03	2:03	3:03	4:03	5:03	6:03	7:03	Ar Excelsior 8:20 pm.
“ Casco *	.75		8:09	9:09	10:09	11:09	12:09	1:09	2:09	3:09	4:09	5:09	6:09	7:09	
“ Isle View *	1.88		8:14	9:14	10:14	11:14	12:14	1:14	2:14	3:14	4:14	5:14	6:14	7:14	
Arrive Spring Park	2.78		8:19	9:19	10:19	11:19	12:19	1:19	2:19	3:19	4:19	5:19	6:19	7:19	
Arrive Woolnough's *	3.38		8:24	9:24	10:24	11:24	12:24	1:24	2:24	3:24	4:24	5:24	6:24	7:24	
Leave Woolnough's *	.00		8:42	9:42	10:42	11:42	12:42	1:42	2:42	3:42	4:42	5:42	6:42	7:31	
“ Spring Park	.60		8:47	9:47	10:47	11:47	12:47	1:47	2:47	3:47	4:47	5:47	6:47	7:36	
“ Isle View *	1.50		8:52	9:52	10:52	11:52	12:52	1:52	2:52	3:52	4:52	5:52	6:52	7:41	
“ Casco *	2.63		8:57	9:57	10:57	11:57	12:57	1:57	2:57	3:57	4:57	5:57	6:57	7:46	
Arrive Wildhurst	3.38		9:03	10:03	11:03	12:03	1:03	2:03	3:03	4:03	5:03	6:03	7:03	†7:52	

WILDHURST AND ZUMBRA HEIGHTS—UPPER LAKE DIVISION

† Stops at Big Island Park after leaving Wildhurst

	MILES	5	4	5	4	5	4	5	5	4	5	4	5	4	5	
		AM.	AM.	AM.	AM.	AM.	AM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	
Leave Wildhurst	.00	Lv. Excelsior for Crane I'd. 5:35 AM.	7:03	8:03	9:03	10:03	11:03	12:03	1:03	1:52	2:52	3:52	4:52	5:52	6:52	Arrive Excelsior 8:20 pm.
“ Birch Bluff *	1.00		......	8:08	......	10:08	......	12:08	......	1:57	......	3:57	......	5:57	6:57	
“ Edgewood *	1.50		7:13	8:13	9:13	10:13	11:13	12:13	1:13	2:02	3:02	4:02	5:02	6:02	7:02	
“ Shady Island *	2.20		7:17	......	9:17	......	11:17	......	1:17	......	3:06	......	5:06	6:06	7:06	
“ Woodside *	3.08		7:20	......	9:20	......	11:20	......	1:20	......	3:09	......	5:09	6:09	7:09	
Arrive Zumbra Heights *	4.48		7:28	8:28	9:28	10:28	11:28	12:28	1:28	2:17	3:17	4:17	5:17	6:17	7:17	
Arrive Crane Island *	5.11		......	......	......	......	......	12:32	......	......	......	......	......	6:21	......	
Leave Crane Island *	.00	6:34	......	......	......	......	......	12:34	......	......	......	......	......	6:23	......	
“ Zumbra Heights *	.63	6:38	7:38	8:38	9:38	10:38	11:38	12:38	1:28	2:27	3:27	4:27	5:27	6:27	7:27	
“ Woodside *	2.03	6:46	7:46	......	9:46	.. ...	11:46	......	1:35	......	3:35	......	5:35	6:35	7:35	
“ Shady Island *	2.91	6:49	7:49	......	9:49	......	11:49	......	1:38	......	3:38	......	5:38	6:38	7:38	
“ Edgewood *	3.61	6:53	7:53	8:53	9:53	10:53	11:53	12:53	1:42	2:42	3:42	4:42	5:42	6:42	7:42	
“ Birch Bluff *	4.11	6:58	......	8:58	......	10:58	......	......	......	2:47	......	4:47	......	......	7:47	
Arrive Wildhurst	5.11	7:03	8:03	9:03	10:03	11:03	12:03	1:03	1:52	2:52	3:52	4:52	5:52	6:52	7:52	

	MILES		5	4	5	4	5	4	5	4	5	4	5	4	
			AM.	AM.	AM.	AM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	
Leave Wildhurst	.00	Leave Excelsior 7:35 am.	8:03	9:03	10:03	11:03	12:03	1:03	2:03	3:03	4:03	5:03	6:03	7:03	Arrive Excelsior 8:29 pm.
“ Birch Bluff *	1.00		......	......	10:08	......	......	1:08	......	......	......	......	6:08	......	
“ Edgewood *	1.50		8:13	9:13	10:13	11:13	12:13	1:13	2:13	3:13	4:13	5:13	6:13	7:13	
“ Shady Island *	2.20		8:17	9:17	......	11:17	12:17	......	2:17	3:17	......	5:17	......	7:17	
“ Woodside *	3.08		8:20	9:20	......	11:20	12:20	......	2:20	3:20	......	5:20	......	7:20	
Arrive Zumbra Heights *	4.48		8:28	9:28	10:28	11:28	12:28	1:28	2:28	3:28	4:28	5:28	6:28	7:28	
Arrive Crane Island *	5.11		8:32	......	......	......	......	......	......	......	......	......	......	7:32	
Leave Crane Island *	.00		8:34	......	......	......	......	......	......	......	......	......	......	7:32	
“ Zumbra Heights *	.63		8:38	9:38	10:38	11:38	12:38	1:38	2:38	3:38	4:38	5:38	6:38	7:36	
“ Woodside *	2.03		8:46	......	10:46	11:46	......	1:46	2:46	......	4:46	......	6:46	7:44	
“ Shady Island *	2.91		8:49	......	10:49	11:49	......	1:49	2:49	......	4:49	......	6:49	7:47	
“ Edgewood *	3.61		8:53	9:53	10:53	11:53	12:53	1:53	2:53	3:53	4:53	5:53	6:53	7:51	
“ Birch Bluff *	4.11		......	9:58	......	......	12:58	......	......	......	......	......	......	7:56	
Arrive Wildhurst	5.11		9:03	10:03	11:03	12:03	1:03	2:03	3:03	4:03	5:03	6:03	7:03	¶8:01	

*Indicates Private Dock, at which Picnic Parties and the Public generally are not permitted to land.

Boats stop at Docks to receive or discharge passengers, only on signal

¶ Stops at Big Island Park after leaving Wildhurst

Display Ad 25 -- No Title
Minneapolis Morning Tribune (1909-1922); Oct 12, 1910;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 13

TWIN
CITY
LINES

Summer Service of Lake Minnetonka Rail & Boat Lines Closes on Saturday Night for Season of 1910

Fall Train Service Begins Sunday, Oct. 16, and will be as follows:

EXCELSIOR-TONKA BAY LINE

Leave Minneapolis	Arrive Excelsior	Arrive Tonka Bay	Leave Tonka Bay	Leave Excelsior	Arrive Minneapolis
*6:03 AM.	*6:45 AM.	*6:55 AM.	*7:03 AM.	*7:13 AM.	*7:55 AM.
*7:03 "	*7:45 "	....	....	*7:50 "	*8:32 "
8:03 "	8:45 "	8:55 "	9:03 "	9:13 "	9:55 "
9:03 "	9:45 "	....	....	10:13 "	10:55 "
10:03 "	10:45 "	**10:55 "	**11:03 "	11:13 "	11:55 "
11:03 "	11:45 "	....	....	12:13 PM.	12:55 PM.
12:03 PM.	12:45 PM.	....	....	1:13 "	1:55 "
1:03 "	1:45 "	1:55 PM.	2:03 PM.	2:13 "	2:55 "
2:03 "	2:45 "	....	....	3:13 "	3:55 "
3:03 "	3:45 "	....	....	4:13 "	4:55 "
4:03 "	4:45 "	4:55 "	5:03 "	5:13 "	5:55 "
5:03 "	5:45 "	5:55 "	6:03 "	6:13 "	6:55 "
6:13 "	6:55 "	7:05 "	7:10 "	7:20 "	8:02 "
7:03 "	7:45 "	....	....	8:13 "	8:55 "
z11:18 "	z12:00 AM.	z 12:10 AM.	z 12:18 AM.	z 12:28 AM.	z 1:10 AM.

*Weekdays Only. **Sundays Only.
z Wednesdays and Saturdays Only.

DEEPHAVEN LINE

WEEKDAYS				SUNDAYS	
Leave Minneapolis	Arrive Deephaven	Leave Deephaven	Arrive Minneapolis	Leave Minneapolis	Leave Deephaven
6:13 AM.	6:54 AM.	7:00 AM.	7:42 AM.	9:58 AM.	12:45 PM.
7:48 "	8:29 "	8:40 "	9:22 "	1:58 PM.	4:45 "
1:58 PM.	2:39 PM.	2:45 PM.	3:27 PM.	....	....
5:33 "	6:14 "	6:20 "	7:02 "	....	....

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Display Ad 5 -- No Title
Minneapolis Morning Tribune (1909-1922); Dec 19, 1910;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 5

TWIN CITY LINES

Special Service

To accommodate Lake Minnetonka patrons, "The Owl" train will leave Ticket Office, 17 N. 6th St., at 11:18 p. m. for Tonka Bay on Dec. 21, 22, 23, 24, 25, 28, 31, Jan. 1, leaving Tonka Bay for Minneapolis at 12:18 a. m.

Display Ad 13 -- No Title
Minneapolis Morning Tribune (1909-1922); Sep 27, 1911;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 2

TWIN CITY LINES

Fall Service Lake Minnetonka Lines

Commencing Monday, Oct. 2, Electric Trains on Lake Minnetonka Lines will run as follows:

Leave Minneapolis for Excelsior—6:03, 7:03, 8:03, 9:03, 10:03, 11:03 A. M.; 12:03, 1:03, 2:03, 3:03, 4:03, 5:03, 6:13, 7:03 P. M. On Wednesdays and Saturdays only, 11:18 P. M.

Leave Minneapolis for Deephaven—6:13, 6:58, 7:58 A. M.; 1:58, 3:58, 5:58 P. M. on week days; 9:58 A. M. and 1:58 P. M. on Sundays.

Leave Deephaven for Minneapolis—7:00, 7:45, 8:45 A. M.; 2:45, 4:45, 6:45 P. M. on week days; 12:45 and 4:45 P. M. on Sundays.

All Express Boat Service on Lake Minnetonka will be discontinued for the season on Sunday night, Oct. 1

Tribune 2-25-1912

Lake Service Improved

Street Railway Company Announces Earlier and More Frequet Cars to Excelsior.

A. W. Warnock, general passenger agent of the Twin City Rapid Transit company, has announced improvement in the trolley service to Lake Minnetonka for the coming summer. The changes comprise the putting on of an earlier car, and the changing of the schedule of other cars, so as to give residents of colonies along the line half-hour service throughout the day.

Heretofore, it was said, the first car to leave Minnetonka did not leave the station until 7:13 a. m. It was scheduled to arrive in Minneapolis at 8 o'clock, giving business men who desired to be at their offices at 8 o'clock scant time to reach them.

Mr. Warnock says that under the new arrangement on and after May 15, a train will leave Excelsior at 6:43 a. m., make all usual stops on the way in, and arrive in Minneapolis at 7:30

"All trains heretofore leaving Minneapolis on the half-hour, and making no stops between Lake Harriet and Excelsior, starting May 15, will make all stops between Hopkins and Excelsior on signal. This rule will have the effect of giving residents at Glen lake, Clearspring, Vine Hill and Christmas lake half-hour service instead of hour service as heretofore.

"We will reserve the right to run 'Excelsior Specials' on the hour and half-hour time, to take care of the rush of through business, but there always will be a car to make the country stops."

TWIN CITY LINES

Lake Minnetonka Patrons

Fall and Winter Train Schedules on Excelsior, Tonka Bay and Deephaven Lines will take effect on **TUESDAY, OCTOBER 1,** as follows:

MINNEAPOLIS TO EXCELSIOR AND TONKA BAY

From 17 N. 6th St. Minneapolis.	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Wed. & Sat.
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Leave Minneapolis.....	6.03	6.33	8.03	9.03	10.03	11.03	12.03	1.03	2.03	3.03	4.03	5.03	6.13	7.03	11.18
Arrive Excelsior—2d St.	6.45	7.15	8.45	9.45	10.45	11.45	12.45	1.45	2.45	3.45	4.45	5.45	6.55	7.45	12.00
Arrive Tonka Bay......	6.55	7.25	8.55	.....	*10.55	.....	.....	1.55	.....	.....	4.55	5.55	7.05	.....	12.10

*Sunday only to Tonka Bay

TONKA BAY AND EXCELSIOR TO MINNEAPOLIS

To 17 N. 6th St. Minneapolis.	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Wed. & Sat.
	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.
Leave Tonka Bay......	7.03	7.33	9.03	.....	*11.03	.....	.....	2.03	.....	.....	5.03	6.03	7.10	.....	12.18
Leave Excelsior—2d St.	7.13	7.43	9.13	10.13	11.13	12.13	1.13	2.13	3.13	4.13	5.13	6.13	7.20	8.13	12.28
Arrive Minneapolis.....	7.55	8.25	9.55	10.55	11.55	12.55	1.55	2.55	3.55	4.55	5.55	6.55	8.02	8.55	1.10

*Sunday only from Tonka Bay

MINNEAPOLIS TO DEEPHAVEN

From 17 N. 6th St. Minneapolis.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. Only	Daily	Ex. Sun.	Daily
	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
Leave Minneapolis......	6.13	6.50	7.50	9.58	1.58	3.58	5.58
Arrive Deephaven.......	6.55	7.32	8.32	10.40	2.40	4.40	6.40

DEEPHAVEN TO MINNEAPOLIS

To 17 N. 6th St. Minneapolis.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Sun. Only	Ex. Sun.	Daily	Daily
	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Leave Deephaven.......	7.00	7.45	8.45	12.45	2.45	4.45	6.45
Arrive Minneapolis......	7.42	8.27	9.27	1.27	3.27	5.27	7.27

— Please telephone or write for any further information as to service of "Twin City Lines." Complaints and suggestions always receive prompt, courteous attention.

A. W. WARNOCK, General Passenger Agent

TELEPHONES.
N. W. Main 4580. T. S. Center 3134.

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Mpls Tribune 9-29-1912

Suburban Train Schedule Improves Summer Serv
Minneapolis Morning Tribune (1909-1922); Apr 14, 1913;
ProQuest Historical Newspapers Minneapolis Tribune (1867-19
pg. 7

Suburban Train Schedule Improves Summer Service

New Time Card for Street Cars and Launches Goes Into Effect May 15.

Officials Believe It Will Prove Popular With Lake Minnetonka Residents.

On May 15 the summer train schedule of the street railway company between Minneapolis and Lake Minnetonka points goes into effect. According to an announcement by A. W. Warnock, general passenger agent of the Twin City lines, something new in the way of schedules has been arranged which is expected to prove popular with summer residents at the lake.

Service between Minneapolis and Excelsior will be maintained, cars leaving Minneapolis as follows: 4:03 a. m., 5:33 a. m., and every 30 minutes thereafter until 7:03 p. m. Then the cars will run as follows: Leave Minneapolis at 8:03 p. m., 9:03, 10:03 and 11:18.

Trains will leave Minneapolis for Tonka Bay as follows: 5:33 a. m., 6:03 a. m., and every hour thereafter until 5:03 p. m. Then the schedule will be maintained as follows: 5:33, 6:03, 7:03, 8:03, 9:03, 10:03 and 11:18. To Deephaven the following schedule will be maintained: Cars will leave Minneapolis at 6:50 a. m., 7:50, 9:58, 11:58 a. m., 1:58 p. m., 3:58, 4:58 and 5:58, and there will be a special lake train which will leave Minneapolis for Lake Minnetonka at 9:28 p. m. Last summer this special lake train was run for a short time, but Mr. Warnock said that this summer it will be maintained all through the season.

Lake Minnetonka Division

October 1, 1914 Public Timetable

Station	Milepost	Running Time in Minutes		
		W.B.	E.B.	
6th St. Station	0.0	00	54	
Lake St.	2.59	13	41	
42nd St.	4.33	20	--	No eastbound stop made here
France Ave.	5.45			
Hopkins-9th Ave.	9.53	31	24	
Deephaven Jct.	10.65			
Excelsior Docks	17.91	45	10	
Excelsior-1st St.	18.05			
Excelsior-2nd St.	18.13	46	09	
Excelsior-George St.	18.56			
Wildhurst Dock	20.46	--	--	Boat service discontinued for the season
Tonka Bay	21.26	55	00	

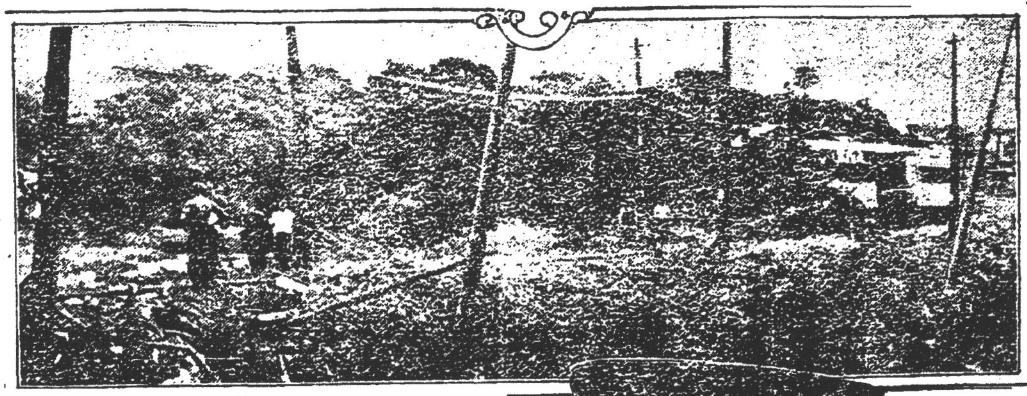
Hourly service to Excelsior, two-hourly service to Tonka Bay, except in the rush hours.
Run Numbers 1, 2 and 3. Run 4 was one round trip to Tonka Bay leaving Minneapolis at 5:30 p.m.
Deephaven service (16.64 miles from 6th St. Station); Run Numbers 5 and 6.
Leave Mpls. 6:08 a.m.-6:52-7:52-12:00-2:12 p.m.-4:12-5:12-6:12-Wed/Sat 11:30 p.m.
Leave Deephaven 7:00 a.m.-7:45-8:45-1:05 p.m.-3:05-5:05-6:05-7:05-Thur/Sun 12:30 a.m.
Run Numbers 7 and 8 were not listed; may have been Hopkins service.
Run Number 9 was the Baggage & Express car, making one round trip.

Train Speeds to Lake Minnetonka

Miles	M.P.H.	From	To
2.6	11.9	6th & Hennepin	Lake St.
1.7	14.5	Lake St.	Lake Harriet-42nd St.
5.2	28.4	Lake Harriet-42nd St.	Hopkins-9th Ave.
8.4	36.1	Hopkins-9th Ave.	Excelsior-Dock station
3.4	20.4	Excelsior Dock Station	Tonka Bay via Wildhurst
7.1	42.5	Hopkins-9th Ave.	Deephaven

Two Dead, 14 Injured; Cars Crash Head-on
Minneapolis Morning Tribune (1909-1922); Jul 29, 1919;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 1

Victims of Accident, Scene of Crash and Tonka Bay Cars Which Collided

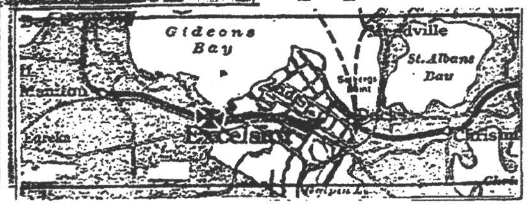


THE CURVE WHERE THE CARS MET

AXEL JOHNSON, MOTORMAN ON PASSENGER CAR

REMAINS OF THE BAGGAGE CAR

RUDOLPH BINGER, MOTORMAN ON BAGGAGE-EXPRESS CAR



Two Dead, 14 Injured; Cars Crash Head-on

Three Women First to Aid Tonka Line Accident Victims.

Motorman Johnson Makes Dying Admission of Responsibility.

With the death in St. Barnabas hospital late yesterday of Axel J. Johnson, 209 Fourth avenue northeast, motorman of the Lake Minnetonka passenger car that collided with an express car one and a-half miles west of Excelsior yesterday morning, the casualty list resulting from the accident included two persons dead and 14 believed to have been injured, two of whom are in a serious condition.

The Dead.

Rudolph M. Binger, 18 Fifth street northeast, motorman on the express car, killed instantly.

Axel J. Johnson, 209 Fourth avenue northeast, motorman on the passenger car, died in St. Barnabas hospital.

The Injured.

Fred J. Pierson, Flint, Mich., both legs fractured, condition serious.

Mrs. Fred J. Pierson, Flint, Mich., both legs fractured, condition serious.

Miss Carol Pierson, Flint, Mich., back wrenched, bruised about head.

Dr. S. J. Frankelton, 1901 Lyndale avenue south, badly bruised and cut.

Mrs. S. J. Frankelton, 1901 Lyndale avenue south, back and legs injured, ankle fractured.

Mrs. Hedwig Anderson, Wildhurst, badly bruised.

Harry Hadley, 3831 Blaisdell avenue, bruised.

H. O. Montbriand, traveling mechanic, bruised.

Mrs. L. L. Dodge, 2000 Aldrich avenue south, cut.

August Askerman, 430 Adams street, conductor on express, minor injuries.

Carl Anderson, conductor on passenger, minor injuries.

A Mr. and Mrs. Eustis and their daughter were reported to have been injured in the accident, but the official list of injured given out by the Street Railway company last night made no mention of them and none of the attending physicians remembered having given them aid.

Motorman Admits Blame.

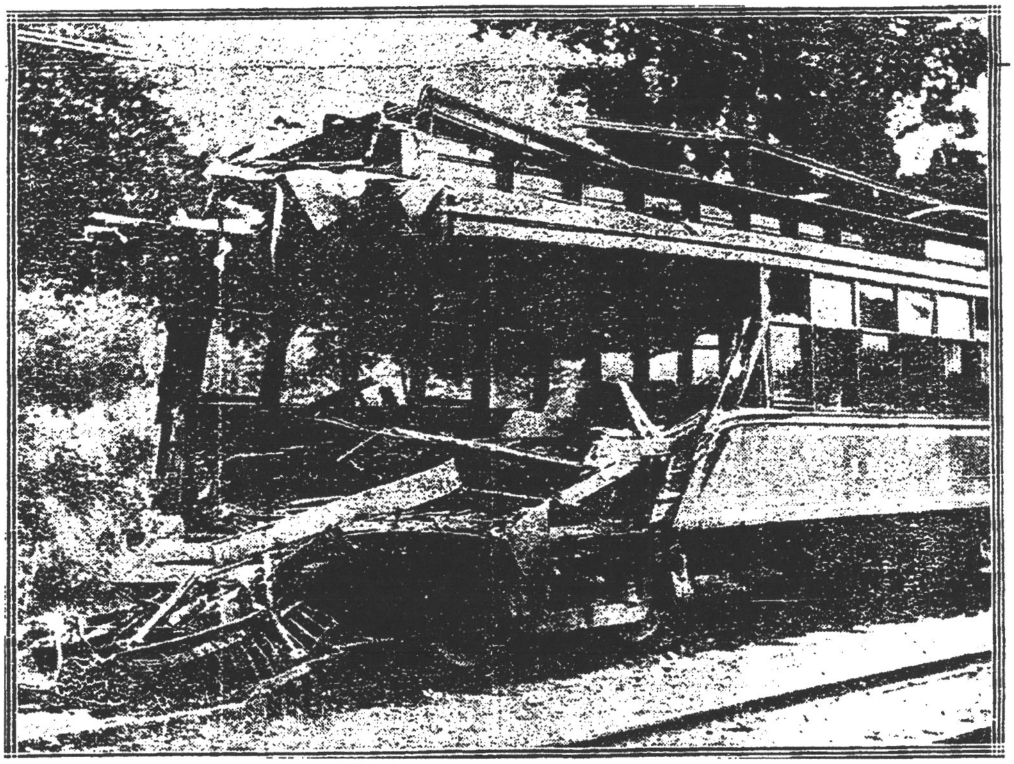
Johnson, motorman on the passenger car, assumed all blame for the accident. Although both legs were severed at the knee, he remained conscious for three hours.

"I forgot the orders," Johnson sobbed. "It's my fault. I tried the best I could to stop."

Every day Johnson stopped for orders from the train dispatcher at a box near the boat houses at Excelsior, officials of the railway company explained last night. Yesterday they were:

"Wait on the double track until No.

(Continued on Page 10, Col. 1.)



Photos by Miller & Hutchison Jr

THE DEMOLISHED PASSENGER CAR

1152

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Two Killed, 14 Hurt as Street Cars Crash

Three Women First to Aid Victims—Dying Motorman Admits Responsibility.

(Continued From Page 1.)

8 comes west." Number 8 was the express car.

They were the same orders he had been receiving day by day, but apparently he forgot them, and passed the end of the double track west of Excelsior, guiding his car, No. 1152, on the single track of the main line.

Before he saw the express Johnson apparently remembered what he should have done and tried to check his car and to reverse it, A. W. Warnock, general passenger agent of the company, said last night, after going over the wreckage with mechanics and interviewing passengers.

View Obstructed.

But it was too late. The accident occurred on a curve and the view of both motormen was obstructed by a thick clump of willow trees growing between the street car tracks and the waters of Lake Minnetonka. They could not have foreseen the accident until their cars were about 400 feet apart, Mr. Warnock said.

Johnson is said to have complained of a severe headache a few minutes before the accident. He was 46 years old, and is survived by his wife, a son, Orville, 14 years old, and a daughter, Bernice, 8 years old. His wife arrived at the hospital a few minutes after he died on the operating table.

The express car makes a regular run from Tonka Bay at 10:30 a. m. every day. The Lake Minnetonka car left the Sixth street station at 10 a. m. and ordinarily meets the eastbound express car at the end of the double track, just west of Excelsior.

Motorman Killed at Post.

Motorman Binger on the express car, who remained at his controller, as did Johnson, was killed. Binger, who lived at 15 Fifth street northeast, was a widower. He is survived by one daughter, Evelyn. He was 41 years old.

The Rev. R. A. Saunderson of Excelsior came to Minneapolis on the special car that brought the injured motorman.

The motorman was taken from the car at Lake street and hurried to the City hospital. Later he was taken to the hospital where he died at 2:30 p. m.

Mr. Saunderson went to the scene of the accident when he was told over the telephone that assistance was needed.

The heavy construction of the cars used on the suburban line gave great force to the impact as the cars met, in front of the old Gillette boat landing, a mile and a half west of Excelsior. The passenger car had a steel frame and was equipped with motors of 300 horsepower.

Cars Nearly Demolished.

Almost a third of the passenger car was demolished. As the express car telescoped the pasenger car, six seats on each side of the aisle were crampled and the occupants buried under the debris. Every window in the passenger car was broken.

The control apparatus and heating system of the passenger car were a mass of twisted pipes and steel, while the girders of the framework were bent as though they had been of malleable wire.

After examining the wreckage, officials of the company asserted that the express car had "climbed" the passenger car and that the heavy steel frame prevented even greater damage.

Buried with debris and merchandise, the body of Motorman Binger lay for three hours before it could be extricated.

Women First to Arrive.

Three women who lived close by were the first to reach the wreckage and help carry the injured. They were Mrs. Ethel Marshall, Mrs. Taylor and Mrs. Herbert Hawkins of Kentucky. They called physicians at Excelsior and put in calls for ambulances in Minneapolis.

"We were on the porch," Mrs. Taylor said. "The crash came suddenly. Both cars were speeding around the bend and if there was any slackening of speed when the motormen saw the danger, it was not noticeable. The injured wandered about in pain, and we had to gather clothes and handkerchiefs to bind the injuries."

Dr. H. C. Arey of Excelsior was the first physician to arrive. Under his charge no one was allowed to move the patients as they lay on the lawn of the Marshall residence until he had made examinations. Shortly afterwards Dr. Norman Smith of Minneapolis arrived and assisted in removing the injured to ambulances and automobiles. Dr. Smith reached Excelsior in a car driven by L. L. Dodge, 2000 Aldrich avenue south. Mrs. Dodge, a passenger on the car, was severely cut. She was taken to Asbury hospital.

Ambulances Lose Way.

Persons who aided in the relief work said that some delay occurred in taking the victims to hospitals because the ambulances passed the scene of the accident and drove all the way to Tonka Bay before they turned back. It is reported that the drivers said they believed that the crowds they passed were only picnickers.

Carl Anderson, conductor on the passenger car, saw the baggage car approaching at a high speed and threw himself on the floor in the car, and avoided serious injury. He made a report of the accident to the company, furnishing a list of the names of passengers, those injured, together with the names of witnesses.

A work crew appeared in a hand car on the Minneapolis and St. Louis tracks paralleling the street car right of way a minute or two after the cars had collided, according to Mrs. Taylor. The workmen were so appalled at the disaster that they could not be induced to help carry the injured over to the lawn of the Marshall home, she said.

"The men told us that they would have to ask their boss before they could help us," said Mrs. Taylor. "After our pleading they consented to help, and were of much assistance in caring for those hurt."

Four Caught in Rear Seats.

Mr. and Mrs. Pierson and Dr. and Mrs. Frankelton were in the second seats of the car. Here they were pinned in the wreckage, not having time to jump to the aisle. Their legs were crushed. They are at the Northwestern hospital.

Mr. Pierson, who is editor of the Flint Daily Journal, was in Minneapolis visiting his daughter, Mrs. Frankelton, whose husband is a physician at the City hospital.

Harry Hadley, 3531 Blaisdell avenue, with H. O. Montbriand, who is in his employ, was going to Manitou junction on a business errand. They were sitting about two-thirds of the way up on the right side of the car, Mr. Hadley explained, when Mr. Montbriand had a desire to smoke.

Both went to the back platform, later re-entering the car, taking a rear seat and had just become settled again when the crash came, Mr. Hadley explained. Both were severely bruised.

Mrs. Hedwig Anderson, a maid at the home of M. J. Kaplan at Wildhurst, was in the passenger car and was badly bruised, as she was thrown from her seat.

M. L. Hutchinson, Jr., 17 years old, Excelsior, was at the scene of the accident within a few minutes after the crash. He carried a large camera with him and lost no time in taking a series of pictures for The Minneapolis Tribune. Realizing the news value of the pictures, he rushed to Minneapolis in an automobile with his undeveloped negatives, making it possible for The Tribune to publish the first picture of the accident in the 5 o'clock edition yesterday. Other pictures in the series appear in this edition.

Donald Goodrich, superintendent of the Street Railway company, drove to Excelsior imediately upon hearing news of the accident. He took with him Dr. Archa Wilcox.

Fourteen passengers were in the car, according to a statement given out last night by Mr. Warnock. Street car crews had some difficulty in removing the wrecked express car and at the company's offices it was said cars would not be operated to Tonka Bay until today. An extra steamer was put into service at Excelsior to handle passengers for Tonka Bay and other points served by the Tonka bay cars.

Lowry Praises Motormen.

Horace Lowry, president of the Minneapolis Street Railway company, last night praised the records of Motormen Johnson and Binger during their many years' service with the company.

"Motorman Johnson, who apparently was responsible for the accident," Mr. Lowry said, "has been in the employ of the company many years, and at all times during these years his record has been one of consistent application to his work and loyalty to the company.

"In this case, for what reason we do not know, it seems he had a mental lapse. However, it should be remembered that Mr. Johnson's former careful driving has probably saved many more lives than his mistake cost.

"Motorman Binger, who also lost his life, was a man in whom the company has implicit confidence and whose long years of service show nothing but the highest loyalty and efficiency, and no possible blame could attach to him.

"In the deaths of these employes, the company loses two wonderfully fine men and it will long feel keenly their loss."

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TWIN
CITY
LINES

The Minneapolis & St. Paul Suburban R. R. Co.
The Minnetonka & White Bear Navigation Co.

These time tables supersede all others and are subject to change and correction without notice to the public.

They show the times at which trains and steamboats may be expected to arrive at and depart from the several stations and docks, but their arrival or departure at the times stated is not guaranteed, nor do the companies hold themselves responsible for any delays or consequences arising therefrom.

Trains and steamboats are usually on time and make connections according to the tables given and all means are employed to do so.

All steamboat schedules are subject to stress of weather and other unavoidable navigating conditions.

The companies will not be responsible for errors in these time tables although every effort will be made to keep them correct.

25-RIDE COMMUTATION BOOKS BETWEEN MINNEAPOLIS AND

HOPKINS	$ 4.00
CLEAR SPRING or TONKAWOOD	5.00
EXCELSIOR or DEEPHAVEN (Train Only)	6.00
LOWER LAKE POINTS Via EXCELSIOR (Train and Boat)	8.75
WILDHURST or TONKA BAY (Train Only)	7.25
UPPER LAKE POINTS Via WILDHURST (Train and Boat)	10.00
SINGLE TRIP TICKETS	
EXCELSIOR or DEEPHAVEN	.30
WILDHURST or TONKA BAY	.36

TICKET AND EXPRESS AGENTS

MINNEAPOLIS—17 NORTH 6TH ST.
Telephone—Main 2071
HENRY ZAHN, Ticket & Express Agent

HOPKINS—EXCELSIOR & 9TH AVES.
JORGENSEN BROS., Ticket Agents

EXCELSIOR—WATER & 2ND STS.
MINNETONKA DRUG CO.,
Ticket & Express Agents

NO. 110—IN EFFECT MAY 26, 1923

Lake Minnetonka

Trains and Steamboats

TWIN
CITY
LINES

L. Minnetonka

Minneapolis
Hopkins
Excelsior
Wildhurst
Tonka Bay
Deephaven

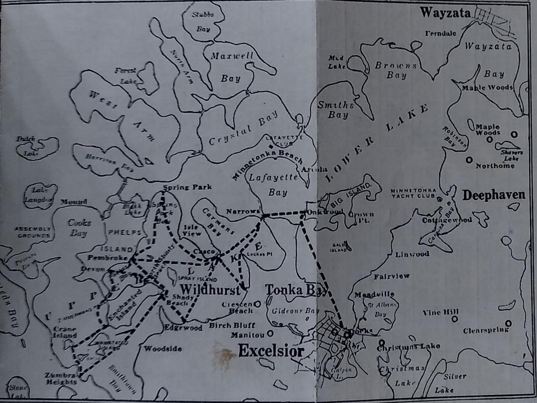
Patrons are invited to telephone, call on, or write to the General Passenger Agent for any information concerning the service of the Twin City Lines, or to make complaints or offer suggestions. Prompt attention and thoughtful consideration are assured.

DONALD GOODRICH, Gen'l. Superintendent
V. O. LAW, General Passenger Agent
Room 308, No. 1 Eleventh St. S., Minneapolis
Telephone—Main 4580

OUTING, SIGHTSEEING AND ENTERTAINMENT

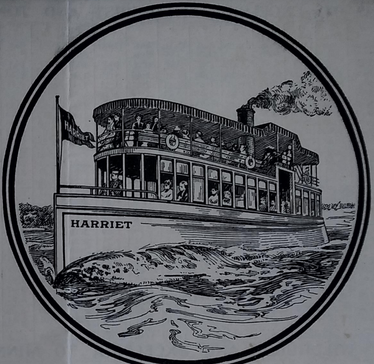
LAKE MINNETONKA

A SUMMER RESORT ON 125.3 MILES OF SHORE LINE REACHED BY ELECTRIC CARS FROM MINNEAPOLIS


Stubbs Bay
Wayzata
Ferndale
Maxwell Bay
North Arm
Forest Lake
West Arm
Mud Lake
Browns Bay
Wayzata Bay
Maple Woods
Smiths Bay
Crystal Bay
LOWER LAKE
Robinson Bay
Maple Woods
Shavers Lake
Northome
Dutch Lake
Harrison Bay
LAFAYETTE CLUB
Minnetonka Beach
Arcola
Lafayette Bay
Lake Langdon
Spring Park
Mound
Black Lake
Spring Park Bay
BIG ISLAND
MINNETONKA YACHT CLUB
Deephaven
Narrows
Onkwood
Crown Pt.
Cottagewood
ASSEMBLY GROUNDS
Cooks Bay
PHELPS
ISLAND
Isle View
Carmans Bay
Casco
Lake
Lockes Pt
GALE ISLAND
Carsons Bay
Linwood
Pembroke
Devon
L
SPRAY ISLAND
Wildhurst
Tonka Bay
Fairview
Shady Beach
Crescent Beach
Gideons Bay
Meadville
St Albans Bay
Vine Hill
Enchanted Island
Crane Island
Edgewood
Birch Bluff
Manitou
Docks
Clearspring
Excelsior
Woodside
Christmas Lake
Christmas Lake
Galpin L.
Silver Lake
Zumbra Heights
Stone Lake

CHARTERED CARS AND STEAMBOATS FOR PRIVATE PICNIC PARTIES

FOR COMPLETE INFORMATION TELEPHONE
MINNEAPOLIS, MAIN 4580 SAINT PAUL, CEDAR 7380


HARRIET
HARRIET

Weekday Excursions On Lake Minnetonka Including A Trolley Ride and Trip on Famous Lake Minnetonka

ALL FOR 75 CENTS FROM MINNEAPOLIS

Daily, Except Saturdays, Sundays and Holidays

Train Service to Excelsior.

Excursion tickets good on any train leaving Minneapolis from 8 A. M. to 3:10 P. M. inclusive, and good on boats leaving Excelsior 11:00 A. M., 1:00 P. M. and 3:00 P. M.

Return tickets good on any train leaving Excelsior not later than 9:19 P. M.

TICKETS ON SALE ONLY AT TICKET OFFICE
17 North Sixth Street, Minneapolis, Main 2071

Take the Family—Make a Day of it.

HARTERED CAR AND BOAT SERVICE FOR CONVENTION, PICNIC AND EXCURSION PARTIES

CHARTERED CAR AND BOAT SERVICE PROVIDES IDE

LAKE MINNETONKA STEAMBOAT SERVICE

17th SEASON—MAY 26th TO SEPTEMBER 9th, 1923

BOAT SCHEDULE

	Sun. Only		Ex. Sun.
Lv. Minneapolis	7:30	.....	4:15
Ar. Excelsior	8:15	.....	5:00
Lv. Excelsior	8:24	.....	5:27
Oakwood	8:37	.....	.....
Narrows	8:43	.....	.....
Casco	9:08	.....	6:52
Zumbra Hts.	9:50	9:50	6:12
Crane Is.	9:45	9:55	6:17
Enchanted Is.	9:41	9:59	6:21
Zimmerman Pass	9:37	10:03	6:25
Devon	9:31	10:09	6:31
Pembroke	9:26	10:14	6:36
S. Shady Beach	9:18	.....	6:42
Edgwood	9:15	.....	6:45
Casco	9:08	.....	6:52
Ar. Wildhurst	8:55	.....	*6:58
Lv. Wildhurst	*9:02	.....	7:04
Casco	....	.....	7:10
Pembroke	....	.....	7:19
Devon	....	.....	7:24
N. Shady Beach	....	10:17	7:27
Edgwood	....	10:22	7:32
Casco	....	.....	7:39
Ar. Wildhurst	....	*10:31	....
Lv. Wildhurst	....	10:35	....
Narrows	....	10:41	7:45
Oakwood	....	10:45	7:49
Excelsior	....	10:58	8:02
Lv. Excelsior	....	11:20	8:10
Ar. Minneapolis	....	12:04	8:54
Lv. Wildhurst	*9:02	*10:32	*7:02
Ar. Minneapolis	9:54	11:24	7:54

	Ex. Sun.	Daily	Ex. Sun.
Lv. Minneapolis	10:00	12:10	2:10
Ar. Excelsior	10:45	12:55	2:55
Lv. Excelsior	11:00	1:00	3:00
Oakwood	11:13	1:13	3:13
Narrows	11:17	1:17	3:17
Casco	11:23	1:23	3:23
Spring Park	11:32	1:32	3:32
Pembroke	11:41	1:41	3:41
N. Shady Beach	11:44	1:44	3:44
Zimmerman Pass	.....	1:51	....
Enchanted Is.	.....	1:55	....
Crane Is.	.....	1:59	....
Zumbra Hts.	.....	2:04	....
S. Shady Beach	.....	2:16	....
Edgwood	.....	2:19	....
Casco	11:53	2:26	3:53
Narrows	11:59	2:32	3:59
Oakwood	12:03	2:36	4:03
Ar. Excelsior	12:16	2:49	4:16
Lv. Excelsior	12:20	3:20	4:20
Ar. Minneapolis	1:04	4:04	5:04

	Ex. Sun.	Sun. Only
Lv. Minneapolis	4:40	5:40
Ar. Excelsior	5:25	6:25
Lv. Excelsior	5:30	6:30
Oakwood	5:43	6:43
Narrows	5:47	6:47
Casco	5:53	6:53
Ar. Wildhurst	5:59	6:59
Lv. Wildhurst	6:10	7:05
Casco	6:16	....
Edgwood	6:23	7:14
S. Shady Beach	6:26	7:17
Pembroke	6:32	7:52
Devon	6:37	7:47
Zimmerman Pass	6:43	7:41
Enchanted Is.	6:47	7:37
Crane Is.	6:51	7:33
Zumbra Hts.	7:00	7:28
S. Shady Beach	7:12	....
Edgwood	7:15	....
Casco	7:22	8:01
Ar. Wildhurst	....	8:07
Lv. Wildhurst	....	8:10
Casco	7:22	8:16
Narrows	7:28	8:22
Oakwood	7:32	8:26
Excelsior	7:45	8:39
Lv. Excelsior	8:20	8:49
Ar. Minneapolis	9:04	9:34

BEAUTIFUL LAKE MINNETONKA

Has an area of 21.6 square miles, and a shore line of 125.3 miles, of which 13.9 miles is island frontage. Its greatest width is 2.7 miles. The Upper Lake has a shore line of 42.1 miles, while the Lower Lake has 33.6 miles, and Big Island, in its midst, has 6 miles. There are 14 islands in all and 24 distinct bays.

TELEPHONE, WRITE OR CALL ON GENERAL PASSENGER AGENT FOR RATES

PASSENGERS SHOULD EXERCISE GREAT CARE TO SEE WHETHER THE TRAINS OR STEAMBOATS THEY WISH TO USE RUN DAILY,

MINNEAPOLIS TO EXCELSIOR WILDHURST AND TONKA BAY

WESTBOUND TRAINS	Six Cent Fare Zones	Miles	17	3	4	1	2	3	4	1	2	3
			Daily	Ex. Sun.	Ex. Sun.	Daily A	Ex. Sun.	Daily A	Daily	Daily B	Sun. Only	Daily
			AM.	AM.	AM.	AM.	AM.	AM.	AM.	AM.	AM.	AM.
Leave Minneapolis—Sixth Street Station		.00	4:15	5:05	5:30	6:00	6:30	7:00	7:30	8:00	8:30	9:00
“ “ —Seventh Street		.14	4:16	5:06	5:31	6;01	6:31	7:01	7:31	8:01	8:31	9:01
“ “ —Eleventh Street		.39	4:17	5:07	5:32	6:02	6:32	7:02	7-32	8:02	8:32	9:02
“ “ —Twelfth Street		.47	4:18	5:08	5:33	6:03	6:33	7:03	7:33	8:03	8:33	9:03
“ “ —Groveland Avenue		1.14	4:20	5:09	5:35	6:05	6:35	7:05	7:35	8:05	8:35	9:05
“ “ —Douglas Avenue		1.23	4:21	5:10	5:36	6:06	6:36	7:06	7:36	8:06	8:36	9:06
“ “ —Lagoon Avenue		2.53	4:27	5:15	5:42	6:12	6:42	7:12	7:42	8:12	8:42	9:12
“ “ —Lake Street		2.59	4:28	5:16	5:43	6:13	6:43	7:13	7:43	8:13	8:43	9:13
“ “ —Lake Harriet—42nd St.		4.33	4:35	5:21	5:50	6:20	6:50	7:20	7:50	8:20	8:50	9:20
“ “ —Upton Avenue		4.63	4:36	5:22	5:51	6:21	6:51	7:21	7:51	8:21	8:51	9:21
“ “ —Xerxes Avenue		4.83	4:36	5:22	5:51	6:21	6:51	7:21	7:51	8:21	8:51	9:21
“ “ —City Limits	1st	5.45	4:39	5:24	5:54	6:24	6:54	7:24	7:54	8:24	8:54	9:24
Arrive Hopkins—9th Avenue		9.53	4:46	5:31	6:01	6:31	7:01	7:31	8:01	8:31	9:01	9:31
“ Deephaven Junction	3rd	10.65	4:48	5:33	6:03	6:33	7:03	7:33	8:03	8:33	9:03	9:33
“ Mayview		11.83	4:50	5:35	6:05	6:35	7:05	7:35	8:05	8:35	9:05	9:35
“ Glen Lake		12.64	4:51	5:36	6:06	6:36	7:06	7:36	8:06	8:36	9:06	9:36
“ Clearspring	4th	14.77	4:54	5:39	6:09	6:39	7:09	7:39	8:09	8:39	9:09	9:39
“ Vine Hill		15.89	4:56	5:41	6:11	6:41	7:11	7:41	8:11	8:41	9:11	9:41
“ Christmas Lake		17.26	4:58	5:43	6:13	6:43	7:13	7:43	8:13	8:43	9:13	9:43
“ Excelsior—Steamboat Dock		17.91	5:00	5:45	6:15	6:45	7:15	7:45	8:15	8:45	9:15	9:45
“ “ —1st Street		18.05	5:01	5:46	6:16	6:46	7:16	7:46	8:16	8:46	9:16	9:46
“ “ —Second Street		18.13	5:01	5:46	6:16	6:46	7:16	7:46	8:16	8:46	9:16	9:46
“ “ —Third Street		18.24	5:02	5:47	6:17	6:47	7:17	7:47	8:17	8:47	9:17	9:47
“ “ —George Street	5th	18.56	5:02	5:47	6:17	6:47	7:17	7:47	8:17	8:47	9:17	9:47
“ Manitou		19.48	5:05	5:50	6:20	6:50	7:20	7:50	8:20	8:50	9:20	9:50
“ Crescent Beach		20.19	5:06	5:51	6:21	6:51	7:21	7:51	8:21	8:51	9:21	9:51
“ Wildhurst—Steamboat Dock		20.46	......	......	......	6:52	......	7:52	......	8:52	......	......
Arrive Tonka Bay	6th	21.26	5:10	5:55	6:25	6:55	7:25	7:55	8:25	8:55	9:25	9:55

WESTBOUND TRAINS	4	1	2	3	4	1	2	3	4	1
	Sun. Only B	Daily	Sun. Only	Daily	Sun. Only	Daily	Sat. Sun.	Daily	Sat. Sun.	Daily
	AM.	AM.	AM.	AM.	AM.	PM.	PM.	PM.	PM.	PM.
Leave Minneapolis—Sixth Street Station	9:30	10:00	10:30	11:00	11:30	12:10	12:40	1:10	1:40	2:10
“ “ —Seventh Street	9:31	10:01	10:31	11:01	11:31	12:11	12:41	1:11	1:41	2:11
“ “ —Eleventh Street	9:32	10:02	10:32	11:02	11:32	12:12	12:42	1:12	1:42	2:12
“ “ —Twelfth Street	9:33	10:03	10:33	11:03	11:33	12:13	12:43	1:13	1:43	2:13
“ “ —Groveland Avenue	9:35	10:05	10:35	11:05	11:35	12:15	12:45	1:15	1:45	2:15
“ “ —Douglas Avenue	9:36	10:06	10:36	11:06	11:36	12:16	12:46	1:16	1:46	2:16
“ “ —Lagoon Avenue	9:42	10:12	10:42	11:12	11:42	12:22	12:52	1:22	1:52	2:22
“ “ —Lake Street	9:43	10:13	10:43	11:13	11:43	12:23	12:53	1:23	1:53	2:23
“ “ —Lake Harriet—42nd St.	9:50	10:20	10:50	11:20	11:50	12:30	1:00	1:30	2:00	2:30
“ “ —Upton Avenue	9:51	10:21	10:51	11:21	11:51	12:31	1:01	1:31	2:01	2:31
“ “ —Xerxes Avenue	9:51	10:21	10:51	11:21	11:51	12:31	1:01	1:31	2:01	2:31
“ “ —City Limits	9:54	10:24	10:54	11:24	11:54	12:34	1:04	1:34	2:04	2:34
Arrive Hopkins—9th Avenue	10:01	10:31	11:01	11:31	12:01	12:41	1:11	1:41	2:11	2:41
“ Deephaven Junction	10:03	10:33	11:03	11:33	12:03	12:43	1:13	1:43	2:13	2:43
“ Mayview	10:05	10:35	11:05	11:35	12:05	12:45	1:15	1:45	2:15	2:45
“ Glen Lake	10:06	10:36	11:06	11:36	12:06	12:46	1:16	1:46	2:16	2:46
“ Clearspring	10:09	10:39	11:09	11:39	12:09	12:49	1:19	1:49	2:19	2:49
“ Vine Hill	10:11	10:41	11:11	11:41	12:11	12:51	1:21	1:51	2:21	2:51
“ Christmas Lake	10:13	10:43	11:13	11:43	12:13	12:53	1:23	1:53	2:23	2:53
“ Excelsior—Steamboat Dock	10:15	10:45	11:15	11:45	12:15	12:55	1:25	1:55	2:25	2:55
“ “ —1st Street	10:16	10:46	11:16	11:46	12:16	12:56	1:26	1:56	2:26	2:56
“ “ —Second Street	10:16	10:46	11:16	11:46	12:16	12:56	1:26	1:56	2:26	2:56
“ “ —Third Street	10:17	10:47	11:17	11:47	12:17	12:57	1:27	1:57	2:27	2:57
“ “ —George Street	10:17	10:47	11:17	11:47	12:17	12:57	1:27	1:57	2:27	2:57
“ Manitou	10:20	10:50	11:20	11:50	12:20	1:00	1:30	2:00	2:30	3:00
“ Crescent Beach	10:21	10:51	11:21	11:51	12:21	1:01	1:31	2:01	2:31	3:01
“ Wildhurst—Steamboat Dock	10:22	......	......	......	......	......	......	......	......	......
Arrive Tonka Bay	10:25	10:55	11:25	11:55	12:25	1:05	1:35	2:05	2:35	3:05

WESTBOUND TRAINS	2	3	4	1	2	3	4	1	2
	Sat. Sun.	Daily	Sat. Sun.	Daily	Daily	Daily A	Daily	Daily B	Sat. Only
	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.
Leave Minneapolis—Sixth Street Station	2:40	3:10	3:40	4:10	4:40	5:10	5:40	6:10	6:40
“ “ —Seventh Street	2:41	3:11	3:41	4:11	4:41	5:11	5:41	6:11	6:41
“ “ —Eleventh Street	2:42	3:12	3:42	4:12	4:42	5:12	5:42	6:12	6:42
“ “ —Twelfth Street	2:43	3:13	3:43	4:13	4:43	5:13	5:43	6:13	6:43
“ “ —Groveland Avenue	2:45	3:15	3:45	4:15	4:45	5:15	5:45	6:15	6:45
“ “ —Douglas Avenue	2:46	3:16	3:46	4:16	4:46	5:16	5:46	6:16	6:46
“ “ —Lagoon Avenue	2:52	3:22	3:52	4:22	4:52	5:22	5:52	6:22	6:52
“ “ —Lake Street	2:53	3:23	3:53	4:23	4:53	5:23	5:53	6:23	6:53
“ “ —Lake Harriet—42nd St.	3:00	3:30	4:00	4:30	5:00	5:30	6:00	6:30	7:00
“ “ —Upton Avenue	3:01	3:31	4:01	4:31	5:01	5:31	6:01	6:31	7:01
“ “ —Xerxes Avenue	3:01	3:31	4:01	4:31	5:01	5:31	6:01	6:31	7:01
“ “ —City Limits	3:04	3:34	4:04	4:34	5:04	5:34	6:04	6:34	7:04
Arrive Hopkins—9th Avenue	3:11	3:41	4:11	4:41	5:11	5:41	6:11	6:41	7:11
“ Deephaven Junction	3:13	3:43	4:13	4:43	5:13	5:43	6:13	6:43	7:13
“ Mayview	3:15	3:45	4:15	4:45	5:15	5:45	6:15	6:45	7:15
“ Glen Lake	3:16	3:46	4:16	4:46	5:16	5:46	6:16	6:46	7:16
“ Clearspring	3:19	3:49	4:19	4:49	5:19	5:49	6:19	6:49	7:19
“ Vine Hill	3:21	3:51	4:21	4:51	5:21	5:51	6:21	6:51	7:21
“ Christmas Lake	3:23	3:53	4:23	4:53	5:23	5:53	6:23	6:53	7:23
“ Excelsior—Steamboat Dock	3:25	3:55	4:25	4:55	5:25	5:55	6:25	6:55	7:25
“ “ —1st Street	3:26	3:56	4:26	4:56	5:26	5:56	6:26	6:56	7:26
“ “ —Second Street	3:26	3:56	4:26	4:56	5:26	5:56	6:26	6:56	7:26
“ “ —Third Street	3:27	3:57	4:27	4:57	5:27	5:57	6:27	6:57	......
“ “ —George Street	3:27	3:57	4:27	4:57	5:27	5:57	6:27	6:57	......
“ Manitou	3:30	4:00	4:30	5:00	5:30	6:00	6:30	7:00	......
“ Crescent Beach	3:31	4:01	4:31	5:01	5:31	6:01	6:31	7:01	......
“ Wildhurst—Steamboat Dock	......	......	......	......	......	6:02	......	7:02	......
Arrive Tonka Bay	3:35	4:05	4:35	5:05	5:35	6:05	6:35	7:05	......

*Sundays to Excelsior

TONKA BAY WILDHURST AND EXCELSIOR TO MINNEAPOLIS

EASTBOUND TRAINS	Six Cent Fare Zones	Miles	3	4	16	1	2	3	4	1	2	3
			Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily A	Ex. Sun.	Daily A	Daily	Daily B	Sun. Only	Daily
			AM.	AM.	AM.	AM.	AM.	AM.	AM.	AM.	AM.	AM.
Leave Tonka Bay		.00	6:00	6:30	......	7:00	7:30	8:00	8:30	9:00	9:30	10:00
“ Wildhurst—Steamboat Dock		.80	......	......	......	7:02	......	8:02	......	9:02	......	......
“ Crescent Beach		1.07	6:03	6:33	......	7:03	7:33	8:03	8:33	9:03	9:33	10:03
“ Manitou		1.78	6:04	6:34	......	7:04	7:34	8:04	8:34	9:04	9:34	10:04
“ Excelsior—George Street	1st	2.70	6:07	6:37	......	7:07	7:37	8:07	8:37	9:07	9:37	10:07
“ “ —Third Street		3.02	6:08	6:38	......	7:08	7:38	8:08	8:38	9:08	9:38	10:08
“ “ —Second Street		3.13	6:09	6:39	7:00	7:09	7:39	8:09	8:39	9:09	9:39	10:09
“ “ —First Street		3.21	6:09	6:39	7:00	7:09	7:39	8:09	8:39	9:09	9:39	10:09
“ “ —Steamboat Dock		3.35	6:10	6:40	7:01	7:10	7:40	8:10	8:40	9:10	9:40	10:10
“ Christmas Lake		4.00	6:12	6:42	7:03	7:12	7:42	8:12	8:42	9:12	9:42	10:12
“ Vine Hill		5.37	6:14	6:44	7:05	7:14	7:44	8:14	8:44	9:14	9:44	10:14
“ Clearspring	2nd	6.49	6:16	6:46	7:07	7:16	7:46	8:16	8:46	9:16	9:46	10:16
“ Glen Lake		8.62	6:19	6:49	7:10	7:19	7:49	8:19	8:49	9:19	9:49	10:19
“ Mayview		9.43	6:20	6:50	7:11	7:20	7:50	8:20	8:50	9:20	9:50	10:20
“ Deephaven Junction	3rd	10.61	6:22	6:52	7:13	7:22	7:52	8:22	8:52	9:22	9:52	10:22
“ Hopkins—9th Avenue		11.73	6:24	6:54	7:15	7:24	7:54	8:24	8:54	9:24	9:54	10:24
Arrive Minneapolis—City Limits	5th	15.81	6:31	7:01	7:22	7:31	8:01	8:31	9:01	9:31	10:01	10:31
“ “ —Xerxes Avenue		16.43	6:33	7:03	7:24	7:33	8:03	8:33	9:03	9:33	10:03	10:33
“ “ —Lake Harriet Loop		16.63	6:34	7:04	7:25	7:34	8:04	8:34	9:04	9:34	10:04	10:34
“ “ —Lake Street		18.67	6:41	7:11	7:32	7:41	8:11	8:41	9:11	9:41	10:11	10:41
“ “ —Lagoon Avenue		18.73	6:42	7:12	7:33	7:42	8:12	8:42	9:12	9:42	10:12	10:42
“ “ —Douglas Avenue		20.03	6:47	7:17	7:38	7:47	8:17	8:47	9:17	9:47	10:17	10:47
“ “ —Groveland Avenue		20.12	6:48	7:18	7:39	7:48	8:18	8:48	9:18	9:48	10:18	10:48
“ “ —Twelfth Street		20.79	6:51	7:21	7:42	7:51	8:21	8:51	9:21	9:51	10:21	10:51
—Eleventh Street		20.87	6:52	7:22	7:43	7:52	8:22	8:52	9:22	9:52	10:22	10:52
Arrive Minneapolis—Seventh Street	6th	21.12	6:54	7:24	7:45	7:54	8:24	8:54	9:24	9:54	10:24	10:54

EASTBOUND TRAINS	4	1	2	3	4	1	2	3	4	1
	Sun. Only B	Daily	Sun. Only	Daily	Sun. Only	Daily	Sat. Sun.	Daily	Sat. Sun.	Daily
	AM.	AM.	AM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.
Leave Tonka Bay	10:30	11:10	11:40	12:10	12:40	1:10	1:40	2:10	2:40	3:10
“ Wildhurst—Steamboat Dock	10:32	......	......	......	......	......	......	......	......	......
“ Crescent Beach	10:33	11:13	11:43	12:13	12:43	1:13	1:43	2:13	2:43	3:13
“ Manitou	10:34	11:14	11:44	12:14	12:44	1:14	1:44	2:14	2:44	3:14
“ Excelsior—George Street	10:37	11:17	11:47	12:17	12:47	1:17	1:47	2:17	2:47	3:17
“ “ —Third Street	10:38	11:18	11:48	12:18	12:48	1:18	1:48	2:18	2:48	3:18
“ “ —Second Street	10:39	11:19	11:49	12:19	12:49	1:19	1:49	2:19	2:49	3:19
“ “ —First Street	10:39	11:19	11:49	12:19	12:49	1:19	1:49	2:19	2:49	3:19
“ “ —Steamboat Dock	10:40	11:20	11:50	12:20	12:50	1:20	1:50	2:20	2:50	3:20
“ Christmas Lake	10:42	11:22	11:52	12:22	12:52	1:22	1:52	2:22	2:52	3:22
“ Vine Hill	10:44	11:24	11:54	12:24	12:54	1:24	1:54	2:24	2:54	3:24
“ Clearspring	10:46	11:26	11:56	12:26	12:56	1:26	1:56	2:26	2:56	3:26
“ Glen Lake	10:49	11:29	11:59	12:29	12:59	1:29	1:59	2:29	2:59	3:29
“ Mayview	10:50	11:30	12:00	12:30	1:00	1:30	2:00	2:30	3:00	3:30
“ Deephaven Junction	10:52	11:32	12:02	12:32	1:02	1:32	2:02	2:32	3:02	3:32
“ Hopkins—9th Avenue	10:54	11:34	12:04	12:34	1:04	1:34	2:04	2:34	3:04	3:34
Arrive Minneapolis—City Limits	11:01	11:41	12:11	12:41	1:11	1:41	2:11	2:41	3:11	3:41
“ “ —Xerxes Avenue	11:03	11:43	12:13	12:43	1:13	1:43	2:13	2:43	3:13	3:43
“ “ —Lake Harriet Loop	11:04	11:44	12:14	12:44	1:14	1:44	2:14	2:44	3:14	3:44
“ “ —Lake Street	11:11	11:51	12:21	12:51	1:21	1:51	2:21	2:51	3:21	3:51
“ “ —Lagoon Avenue	11:12	11:52	12:22	12:52	1:22	1:52	2:22	2:52	3:22	3:52
“ “ —Douglas Avenue	11:17	12:57	12:27	12:57	1:27	1:57	2:27	2:57	3:27	3:57
“ “ —Groveland Avenue	11:18	11:58	12:28	12:58	1:28	1:58	2:28	2:58	3:28	3:58
“ “ —Twelfth Street	11:21	12:01	12:31	1:01	1:31	2:01	2:31	3:01	3:31	4:01
—Eleventh Street	11:22	12:02	12:32	1:02	1:32	2:02	2:32	3:02	3:32	4:02
Arrive Minneapolis—Seventh Street	11:24	12:04	12:34	1:04	1:34	2:04	2:34	3:04	3:34	4:04

EASTBOUND TRAINS	2	3	4	1	2	3	4	1	2
	Sat. Sun.	Daily	Sat. Sun.	Daily	Daily	Daily A	Daily	Daily B	Sat. Only
	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.
Leave Tonka Bay	3:40	4:10	4:40	5:10	5:40	6:10	6:40	7:10	......
“ Wildhurst—Steamboat Dock	......	......	......	......	......	6:12	......	7:12	......
“ Crescent Beach	3:43	4:13	4:43	5:13	5:43	6:13	6:43	7:13	......
“ Manitou	3:44	4:14	4:44	5:14	5:44	6:14	6:44	7:14	......
“ Excelsior—George Street	3:47	4:17	4:47	5:17	5:47	6:17	6:47	7:17	......
“ “ —Third Street	3:48	4:18	4:48	5:18	5:48	6:18	6:48	7:18	......
“ “ —Second Street	3:49	4:19	4:49	5:19	5:49	6:19	6:49	7:19	7:49
“ “ —First Street	3:49	4:19	4:49	5:19	5:49	6:19	6:49	7:19	7:49
“ “ —Steamboat Dock	3:50	4:20	4:50	5:20	5:50	6:20	6:50	7:20	7:50
“ Christmas Lake	3:52	4:22	4:52	5:22	5:52	6:22	6:52	7:22	7:52
“ Vine Hill	3:54	4:24	4:54	5:24	5:54	6:24	6:54	7:24	7:54
“ Clearspring	3:56	4:26	4:56	5:26	5:56	6:26	6:56	7:26	7:56
“ Glen Lake	3:59	4:29	4:59	5:29	5:59	6:29	6:59	7:29	7:59
“ Mayview	4:00	4:30	5:00	5:30	6:00	6:30	7:00	7:30	8:00
“ Deephaven Junction	4:02	4:32	5:02	5:32	6:02	6:32	7:02	7:32	8:02
“ Hopkins—9th Avenue	4:04	4:34	5:04	5:34	6:04	6:34	7:04	7:34	8:04
Arrive Minneapolis—City Limits	4:11	4:41	5:11	5:41	6:11	6:41	7:11	7:41	8:11
“ “ —Xerxes Avenue	4:13	4:43	5:13	5:43	6:13	6:43	7:13	7:43	8:13
“ “ —Lake Harriet Loop	4:14	4:44	5:14	5:44	6:14	6:44	7:14	7:44	8:14
“ “ —Lake Street	4:21	4:51	5:21	5:51	6:21	6:51	7:21	7:51	8:21
“ “ —Lagoon Avenue	4:22	4:52	5:22	5:52	6:22	6:52	7:22	7:52	8:22
“ “ —Douglas Avenue	4:27	4:57	5:27	5:57	6:27	6:57	7:27	7:57	8:27
“ “ —Groveland Avenue	4:28	4:58	5:28	5:58	6:28	6:58	7:28	7:58	8:28
“ “ —Twelfth Street	4:31	5:01	5:31	6:01	6:31	7:01	7:31	8:01	8:31
—Eleventh Street	4:32	5:02	5:32	6:02	6:32	7:02	7:32	8:02	8:32
Arrive Minneapolis—Seventh Street	4:34	5:04	5:34	6:04	6:34	7:04	7:34	8:04	8:34

EXTRA TONKA BAY TRAINS ON SATURDAYS AND SUNDAYS

A—Via Wildhurst, Ex. Sun.

B—Via Wildhurst, Sun. Only.

TRAINS RUN TO DESTINATIO

TONKA BAY	Trains run between Sixth Stre
LAKE MINNETONKA	“ “ “ “ “
EXCELSIOR EXCURSION	“ “ “ “ “
DEEPHAVEN	“ “ “ “ “

KENWOOD PARKWAY STOP—SUNDAYS ONLY—ALL WESTBOUND TRAINS WILL STOP ON SIGNAL SUNDAYS ONLY AT

EXCEPT SUNDAY, SUNDAY ONLY, OR SATURDAY AND SUNDAY ONLY. LOOK AT TOP OF COLUMN IN EACH CASE AND MAKE SURE.

2 Sun. Only	3 Daily B	4 Sun. Only	1 Daily	3 Daily	1 Daily	3 Daily		
PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.
6:40	7:10	7:40	8:10	9:10	10:10	11:30	......	......
6:41	7:11	7:41	8:11	9:11	10:11	11:31	......	......
6:42	7:12	7:42	8:12	9:12	10:12	11:32	......	......
6:43	7:13	7:43	8:13	9:13	10:13	11:33	......	......
6:45	7:15	7:45	8:15	9:15	10:15	11:35	......	......
6:46	7:16	7:46	8:16	9:16	10:16	11:36	......	......
6:52	7:22	7:52	8:22	9:22	10:22	11:42	......	......
6:53	7:23	7:53	8:23	9:23	10:23	11:43	......	......
7:00	7:30	8:00	8:30	9:30	10:30	11:50	......	......
7:01	7:31	8:01	8:31	9:31	10:31	11:51	......	......
7:01	7:31	8:01	8:31	9:31	10:31	11:51	......	......
7:04	7:34	8:04	8:34	9:34	10:34	11:54	......	......
7:11	7:41	8:11	8:41	9:41	10:41	12:01	......	......
7:13	7:43	8:13	8:43	9:43	10:43	12:03	......	......
7:15	7:45	8:15	8:45	9:45	10:45	12:05	......	......
7:16	7:46	8:16	8:46	9:46	10:46	12:06	......	......
7:19	7:49	8:19	8:49	9:49	10:49	12:09	......	......
7:21	7:51	8:21	8:51	9:51	10:51	12:11	......	......
7:23	7:53	8:23	8:53	9:53	10:53	12:13	......	......
7:25	7:55	8:25	8:55	9:55	10:55	12:15	......	......
7:26	7:56	8:26	8:56	9:56	10:56	12:16	......	......
7:26	7:56	8:26	8:56	9:56	10:56	12:16	......	......
7:27	7:57	8:27	8:57	9:57	10:57	12:17	......	......
7:27	7:57	8:27	8:57	9:57	10:57	12:17	......	......
7:30	8:00	8:30	9:00	10:00	11:00	12:20	......	......
7:31	8:01	8:31	9:01	10:01	11:01	12:21	......	......
......	8:02	......	......	......	......	......	......	......
7:35	8:05	8:35	9:05	10:05	11:05	12:25	......	......

2 Sun. Only	3 Daily B	4 Sun. Only	1 Daily	3 Daily	1 Daily	3 Daily		
	PM.	PM.	PM.	PM.	PM.	AM.		
7:40	8:10	8:40	9:10	10:10	11:10	12:30	......	......
......	8:12	......	......	......	......	......	......	......
7:43	8:13	8:43	9:13	10:13	11:13	12:33	......	......
7:44	8:14	8:44	9:14	10:14	11:14	12:34	......	......
7:47	8:17	8:47	9:17	10:17	11:17	12:37	......	......
7:48	8:18	8:48	9:18	10:18	11:18	12:38	......	......
7:49	8:19	8:49	9:19	10:19	11:19	12:39	......	......
7:49	8:19	8:49	9:19	10:19	11:19	12:39	......	......
7:50	8:20	8:50	9:20	10:20	11:20	12:40	......	......
7:52	8:22	8:52	9:22	10:22	11:22	12:42	......	......
7:54	8:24	8:54	9:24	10:24	11:24	12:44	......	......
7:56	8:26	8:56	9:26	10:26	11:26	12:46	......	......
7:59	8:29	8:59	9:29	10:29	11:29	12:49	......	......
8:00	8:30	9:00	9:30	10:30	11:30	12:50	......	......
8:02	8:32	9:02	9:32	10:32	11:32	12:52	......	......
8:04	8:34	9:04	9:34	10:34	11:34	12:54	......	......
8:11	8:41	9:11	9:41	10:41	11:41	1:01	......	......
8:13	8:43	9:13	9:43	10:43	11:43	1:03	......	......
8:14	8:44	9:14	9:44	10:44	11:44	1:04	......	......
8:21	8:51	9:21	9:51	10:51	11:51	1:11	......	......
8:22	8:52	9:22	9:52	10:52	11:52	1:12	......	......
8:27	8:57	9:27	9:57	10:57	11:57	1:17	......	......
8:28	8:58	9:28	9:58	10:58	11:58	1:18	......	......
8:31	9:01	9:31	10:01	11:01	12:01	1:21	......	......
8:32	9:02	9:32	10:02	11:02	12:02	1:22	......	......
8:34	9:04	9:34	10-04	11:04	12:04	1:24	......	......

NS AS FOLLOWS:

t Station and Tonka Bay.
“ “ Excelsior—2nd Street.
“ “ “ —Steamboat Dock.
“ “ Deephaven.

MINNEAPOLIS TO DEEPHAVEN

WESTBOUND TRAINS	Six Cent Fare Zones	Miles	17 Sun. Only	7 Ex. Sun	5 Ex. Sun.	6 Ex. Sun.	5 Daily	6 Daily	5 Sun. Only	6 Daily	5 Sun. Only	6 Daily	5 Sat. Sun.	6 Daily	5 Sun. Only	5 Ex. Sun.	5 Sun. Only	6 Ex. Sun.	5 Daily	6 Daily	6 Ex. Wed. Sat.	6 Wed. Sat.
			AM.	AM	AM.	AM.	AM.	AM.	AM.	AM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.
Leave Minneapolis—Sixth Street Station	......	.00	......	5:25	5:50	6:35	8;00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	4:00	4:10	5:00	5:10	6:00	7:00	9:50	11:00
“ “ —Seventh Street	......	.14	......	5:26	5:51	6:36	8:01	9:01	10:01	11:01	12:01	1:01	2:01	3:01	4:01	4:11	5:01	5:11	6:01	7:01	9:51	11:01
“ “ —Eleventh Street	......	.39	......	5:27	5:52	6:37	8:02	9:02	10:02	11:02	12:02	1:02	2:02	3:02	4:02	4:12	5:02	5:12	6:02	7:02	9:52	11:02
“ “ —Twelfth Street	......	.47	......	5:28	5:53	6:38	8:03	9:03	10:03	11:03	12:03	1:03	2:03	3:03	4:03	4:13	5:03	5:13	6:03	7:03	9:53	11:03
“ “ —Groveland Avenue	......	1.14	......	5:29	5:55	6:40	8:05	9:05	10:05	11:05	12:05	1:05	2:05	3:05	4:05	4:15	5:05	5:15	6:05	7:05	9:55	11:05
“ “ —Douglas Avenue	......	1.23	......	5:30	5:56	6:41	8:06	9:06	10:06	11:06	12:06	1:06	2:06	3:06	4:06	4:16	5:06	5:16	6:06	7:06	9:56	11:06
“ “ —Lagoon Avenue	......	2.53	......	5:37	6:02	6:47	8:12	9:12	10:12	11:12	12:12	1:12	2:12	3:12	4:12	4:22	5:12	5:22	6:12	7:12	10:02	11:12
“ “ —Lake Street	......	2.59	......	5:38	6:03	6:48	8:13	9:13	10:13	11:13	12:13	1:13	2:13	3:13	4:13	4:23	5:13	5:23	6:13	7:13	10:03	11:13
“ “ —Lake Harriet—42nd St.	......	4.33	......	5:45	6:10	6:55	8:20	9:20	10:20	11:20	12:20	1:20	2:20	3:20	4:20	4:30	5:20	5:30	6:20	7:20	10:10	11:20
“ “ —Upton Avenue	......	4.63	......	5:46	6:11	6:56	8:21	9:21	10:21	11:21	12:21	1:21	2:21	3:21	4:21	4:31	5:21	5:31	6:21	7:21	10:11	11:21
“ “ —Xerxes Avenue	......	4.83	......	5:46	6:11	6:56	8:21	9:21	10:21	11:21	12:21	1:21	2:21	3:21	4:21	4:31	5:21	5:31	6:21	7:21	10:11	11:21
“ “ —City Limits	1st	5.45	......	5:49	6:14	6:59	8:24	9:24	10:24	11:24	12:24	1:24	2:24	3:24	4:24	4:34	5:24	5:34	6:24	7:24	10:14	11:24
Arrive Hopkins—9th Avenue	......	9.53	......	5:56	6:21	7:06	8:31	9:31	10:31	11:31	12:31	1:31	2:31	3:31	4:31	4:41	5:31	5:41	6:31	7:31	10:21	11:31
“ Deephaven Junction	3rd	10.65	6:00	5:58	6:23	7:08	8:33	9:33	10:33	11:33	12:33	1:33	2:33	3:33	4:33	4:43	5:33	5:43	6:33	7:33	10:23	11:33
“ Minnetonka Mills	......	11.83	6:02	6:01	6:26	7:11	8:36	9:36	10:36	11:36	12:36	1:36	2:36	3:36	4:36	4:46	5:36	5:46	6:36	7:36	10:26	11:36
“ Williston Park	......	12.79	6:04	6:03	6:27	7:13	8:38	9:38	10:38	11:38	12:38	1:38	2:38	3:38	4:38	4:48	5:38	5:48	6:38	7:38	10:28	11:38
“ Tonkawood	4th	13.63	6:06	6:06	6:31	7:16	8:41	9:41	10:41	11:41	12:41	1:41	2:41	3:41	4:41	4:51	5:41	5:51	6:41	7:41	10:31	11:41
“ Gray's Bay	......	14.40	6:09	6:07	6:32	7:17	8:42	9:42	10:42	11:42	12:42	1:42	2:42	3:42	4:42	4:52	5:42	5:52	6:42	7:42	10:32	11:42
“ Groveland	......	14.86	6:10	6:08	6:33	7:18	8:43	9:43	10:43	11:43	12:43	1:43	2:43	3:43	4:43	4:53	5:43	5:53	6:43	7:43	10:33	11:43
“ Maple Woods	......	15.48	6:14	6:10	6:35	7:20	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	4:55	5:45	5:55	6:45	7:45	10:35	11:45
“ Northome	......	15.91	6:15	6:11	6:36	7:21	8:46	9:46	10:46	11:46	12:46	1:46	2:46	3:46	4:46	4:56	5:46	5:56	6:46	7:46	10:36	11:46
Arrive Deephaven	5th	16.64	6:17	6:13	6:38	7:23	8:48	9:48	10:48	11:48	12:48	1:48	2:48	3:48	4:48	4:58	5:48	5:58	6:48	7:48	10:38	11:48

DEEPHAVEN TO MINNEAPOLIS

EASTBOUND TRAINS	Six Cent Fare Zones	Miles	5 Ex. Sun.	7 Ex. Sun.	6 Daily	5 Daily	6 Daily	5 Sun. Only	6 Daily	5 Sun. Only	6 Daily	5 Sun. Only	5 Sat. Only	5 Sun. Only	6 Ex. Sun.	5 Daily	6 Daily	5 Daily	6 Daily	6 Ex. Wed. Sat.	6 Wed. Sat.	
			AM.	AM	AM.	AM.	AM.	AM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	PM.	
Leave Deephaven	......	.00	6:40	7:30	7:45	8:55	10:07	11:07	12:07	1:07	2:07	3:07	3:17	4:07	4:17	5:07	6:07	7:07	8:07	10:45	11:50	......
“ Northome	......	.73	6:42	7:32	7:47	8:57	10:09	11:09	12:09	1:09	2;09	3:09	3:19	4:09	4:19	5:09	6:09	7:09	8:09	10:47	11:52	......
“ Maple Woods	......	1.16	6:43	7:33	7:48	8:58	10:10	11:10	12:10	1:10	2:10	3:10	3:20	4:10	4:20	5:10	6:10	7:10	8:10	10:48	11:53	......
“ Groveland	......	1.78	6:45	7:35	7:50	9:00	10:12	11:12	12:12	1:12	2:12	3:12	3:22	4:12	4:22	5:12	6:12	7:12	8:12	10:50	11:55	......
“ Gray's Bay	......	2.24	6:47	7:37	7:52	9:02	10:14	11:14	12:14	1:14	2:14	3:14	3:24	4:14	4:24	5:14	6:14	7:14	8:14	10:52	11:57	......
“ Tonkawood	1st	3.01	6:48	7:38	7:53	9:03	10:15	11:15	12:15	1:15	2:15	3:15	3:25	4:15	4:25	5:15	6:15	7:15	8:15	10:53	11:58	......
“ Williston Park	......	3.85	6:50	7:40	7:55	9:05	10:17	11:17	12:17	1:17	2:17	3:17	3:27	4:17	4:27	5:17	6:17	7:17	8:17	10:55	12:00	......
“ Minnetonka Mills	......	4.81	6:52	7:42	7:57	9:07	10:19	11:19	12:19	1:19	2:19	3:19	3:29	4:19	4:29	5:19	6:19	7:19	8:19	10:57	12:02	......
“ Deephaven Junction	2nd	5.99	6:55	7:45	8:00	9:10	10:22	11:22	12:22	1:22	2:22	3:22	3:32	4:22	4:32	5:22	6:22	7:22	8:22	11:00	12:05	......
“ Hopkins—9th Avenue	......	7.11	6:57	7:47	8:02	9:12	10:24	11:24	12:24	1:24	2:24	3:24	3:34	4:24	4:34	5:24	6:24	7:24	8:24	11:02	12:07	......
Arrive Minneapolis—City Limits	4th	11.19	7:04	7:54	8:09	9:19	10:31	11:31	12:31	1:31	2:31	3:31	3:41	4:31	4:41	5:31	6:31	7:31	8:31	11:09	12:14	......
“ “ —Xerxes Avenue	......	11.81	7:06	7:56	8:11	9:21	10:33	11:33	12:33	1:33	2:33	3:33	3:43	4:33	4:43	5:33	6:33	7:33	8:33	11:11	12:16	......
“ “ —Lake Harriet Loop	......	12.01	7:07	7:57	8:12	9:22	10:34	11:34	12:34	1:34	2:34	3:34	3:44	4:34	4:44	5:34	6:34	7:34	8:34	11:12	12:17	......
“ “ —Lake Street	......	14.05	7:14	8:04	8:19	9:29	10:41	11:41	12:41	1:41	2:41	3:41	3:51	4:41	4:51	5:41	6:41	7:41	8:41	11:19	12:24	......
“ “ —Lagoon Avenue	......	14.11	7:15	8:05	8:20	9:30	10:42	11:42	12:42	1:42	2:42	3:42	3:52	4:42	4:52	5:42	6:42	7:42	8:42	11:20	12:25	......
“ “ —Douglas Avenue	......	15.41	7:20	8:10	8:25	9:35	10:47	11:47	12:47	1:47	2:47	3:47	3:57	4:47	4:57	5:47	6:47	7:47	8:47	11:25	12:30	......
“ “ —Groveland Avenue	......	15.60	7:21	8:11	8:26	9:36	10:48	11:48	12:48	1:48	2:48	3:48	3:58	4:48	4:58	5:48	6:48	7:48	8:48	11:26	12:31	......
“ “ —Twelfth Street	......	16.27	7:24	8:14	9:29	9:39	10:51	11:51	12:51	1:51	2:51	3:51	4:01	4:51	5:01	5:51	6:51	7:51	8:51	11:29	12:34	......
“ “ —Eleventh Street	......	16.35	7:25	8:15	8:30	9:40	10:52	11:52	12:52	1:52	2:52	3:52	4:02	4:52	5:02	5:52	6:52	7:52	8:52	11:30	12:35	......
Arrive Minneapolis—Seventh Street	5th	16.50	7:27	8:17	8:32	9:42	10:54	11:54	12:54	1:54	2:54	3:54	4:04	4:54	5:04	5:54	6:54	7:54	8:54	11:32	12:37	......

WESTBOUND TRAIN STOPS

TONKA BAY, LAKE MINNETONKA and DEEPHAVEN trains stop at stations between Sixth Street station and city limits as shown on time table, as well as at stations between city limits and Hopkins not shown on time table, (Grimes, Wooddale, Browndale, Mackey, Brookside, Interlachen, Blake, Harrison Ave., 3rd Ave., Central Ave.,) **only to take on passengers for Hopkins or stations west of Hopkins.**

EXCELSIOR EXCURSION trains stop at stations between Sixth Street station and city limits **only to take on passengers for Hopkins or Excelsior.** Hopkins is the only stop made between city limits and Excelsior—Steamboat Dock.

EASTBOUND TRAIN STOPS

TONKA BAY, LAKE MINNETONKA and DEEPHAVEN trains stop at stations between Hopkins and city limits not shown on time table, (Central Ave., 3rd Ave., Harrison Ave., Blake, Interlachen, Brookside, Mackey, Browndale, Wooddale, Grimes,) **only to let off passengers from Hopkins or stations west of Hopkins.** They stop on signal at all regular stops made by local cars between City Limits and Sixth Street station.

EXCELSIOR EXCURSION trains do not stop between Excelsior—Steamboat Dock, and city limits, except at Hopkins.

KENWOOD PARKWAY TO TAKE ON PASSENGERS FOR REGULAR STOPPING POINTS BEYOND HOPKINS—SUNDAYS ONLY

SUNDAY

WESTBOUND				EASTBOUND			
Leave 6 St.	Leave City Limits	Leave Brook-side	Arrive Hop-kins	Leave Hop-kins	Leave Brook-side	Leave City Limits	Arrive 6 St.
AM	AM	AM	AM	AM	AM	AM	AM
6:15	6:36	6:40	6:49	6:51	7:00	7:04	7:27
7:12	7:37	7:41	7:50	7:51	8:00	8:04	8:27
8:03	8:28	8:32	8:41	9:06	9:15	9:19	9:42
8:37	9:02	9:06	9:15	10:06	10:15	10:19	10:42
9:37	10:02	10:06	10:15	11:06	11:15	11:19	11:42
10:37	11:02	11:06	11:15	12:06	12:15	12:19	12:42
11:37	12:02	12:06	12:15	1:06	1:15	1:19	1:42
12:37	1:02	1:06	1:15	2:06	2:15	2:19	2:42
1:37	2:02	2:06	2:15	3:06	3:15	3:19	3:42
2:37	3:02	3:06	3:15	4:06	4:15	4:19	4:42
3:37	4:02	4:06	4:15	5:06	5:15	5:19	5:42
4:37	5:02	5:06	5:15	6:06	6:15	6:19	6:42
5:37	6:02	6:06	6:15	7:06	7:15	7:19	7:42
6:37	7:02	7:06	7:15	8:06	8:15	8:19	8:42
7:37	8:02	8:06	8:15	9:06	9:15	9:19	9:42
8:37	9:02	9:06	9:15	10:06	10:15	10:19	10:42
9:37	10:02	10:06	10:15	11:06	11:15	11:19	11:42
10:37	11:02	11:06	11:15	11:51	12:00	12:04	12:27
11:37	12:02	12:06	12:15	12:16	12:25	12:29	12:52
12:08	12:32	12:36	12:45	12:46	12:55	12:59	1:20

MINNEAPOLIS—HOPKINS
COMMUTATION BOOKS
24 rides for $4.20

NO. 106—IN EFFECT MARCH 30, 1936.

Minneapolis
to
Hopkins

TWIN
CITY
LINES

Running time for intermediate points.

Hopkins to Blake	- -	5 minutes
Hopkins to Interlachen	- -	6 "
Brookside to Browndale	-	1 "
Browndale to City Limits	-	3 "

F. R. BJORCK, Operating Superintendent
No. 1 Eleventh Street So., Minneapolis
Telephone—Main 1214

WEEKDAY

WESTBOUND				EASTBOUND			
Leave 6 St.	Leave City Limits	Leave Brook-side	Arrive Hop-kins	Leave Hop-kins	Leave Brook-side	Leave City Limits	Arrive 6 St.
AM	AM	AM	AM	AM	AM	AM	AM
5:33	5:58	6:02	6:11	6:21	6:30	6:34	7:00
5:57	6:22	6:26	6:35	6:39	6:48	6:52	7:18
6:22	6:47	6:51	7:00	7:01	7:10	7:14	7:40
6:30	6:55	6:59	7:08	7:17	7:26	7:30	7:56
6:46	7:11	7:15	7:24	7:30	7:39	7:43	8:09
6:56	7:21	7:25	7:34	7:41	7:50	7:54	8:20
7:11	7:36	7:40	7:49	7:55	8:04	8:08	8:34
7:28	7:53	7:57	8:06	8:19	8:28	8:32	8:58
7:59	8:24	8:28	8:37	9:04	9:13	9:17	9:43
8:58	9:23	9:27	9:36	9:40	9:49	9:53	10:28
9:22	9:47	9:51	10:00	10:16	10:25	10:29	10:55
9:58	10:23	10:27	10:36	10:46	10:55	10:59	11:25
10:35	11:00	11:04	11:13	11:28	11:37	11:41	12:07
11:11	11:36	11:40	11:49	11:58	12:07	12:11	12:37
11:47	12:12	12:16	12:25	12:34	12:43	12:47	1:13
12:23	12:48	12:52	1:01	1:10	1:19	1:23	1:49
12:59	1:24	1:28	1:37	1:50	1:59	2:03	2:29
1:35	2:00	2:04	2:13	2:25	2:34	2:38	3:04
2:11	2:35	2:39	2:48	3:06	3:15	3:19	3:45
2:47	3:12	3:16	3:25	3:39	3:48	3:52	4:18
3:23	3:48	3:52	4:01	4:15	4:24	4:28	4:54
3:58	4:23	4:27	4:36	4:45	4:54	4:58	5:24
4:18	4:46	4:50	4:59	5:06	5:15	5:19	5:45
4:44	5:12	5:16	5:25	5:40	5:49	5:53	6:19
5:08	5:36	5:40	5:49	6:00	6:09	6:13	6:39
5:26	5:54	5:58	6:07	6:25	6:34	6:38	7:04
5:58	6:26	6:30	6:39	6:55	7:04	7:08	7:34
6:33	6:57	7:01	7:10	7:25	7:34	7:38	8:04
7:17	7:41	7:45	7:54	7:57	8:06	8:10	8:34
7:47	8:11	8:15	8:24	8:57	9:06	9:10	9:34
8:30	8:54	8:58	9:07	9:27	9:36	9:40	10:04
9:14	9:38	9:42	9:51	10:27	10:36	10:40	11:04
10:14	10:38	10:42	10:51	11:17	11:26	11:30	11:54
11:14	11:38	11:42	11:51	11:54	12:03	12:07	12:26
12:08	12:32	12:36	12:45	12:46	12:55	12:59	1:18

SATURDAY

WESTBOUND				EASTBOUND			
Leave 6 St.	Leave City Limits	Leave Brook-side	Arrive Hop-kins	Leave Hop-kins	Leave Brook-side	Leave City Limits	Arrive 6 St.
AM	AM	AM	AM	AM	AM	AM	AM
5:33	5:58	6:02	6:11	6:21	6:30	6:34	7:00
5:57	6:22	6:26	6:35	6:39	6:48	6:52	7:18
6:22	6:47	6:51	7:00	7:01	7:10	7:14	7:40
6:30	6:55	6:59	7:08	7:17	7:26	7:30	7:56
6:44	7:09	7:13	7:22	7:29	7:38	7:42	8:08
6:56	7:21	7:25	7:34	7:40	7:49	7:53	8:19
7:11	7:36	7:40	7:49	7:55	8:04	8:08	8:34
7:28	7:53	7:57	8:06	8:19	8:28	8:32	8:58
7:59	8:24	8:28	8:37	9:04	9:13	9:17	9:43
8:58	9:23	9:27	9:36	9:40	9:49	9:53	10:19
9:22	9:47	9:51	10:00	10:16	10:25	10:29	10:55
9:58	10:23	10:27	10:36	10:46	10:55	10:59	11:25
10:35	11:00	11:04	11:13	11:29	11:38	11:42	12:08
11:11	11:36	11:40	11:49	11:53	12:02	12:06	12:32
11:47	12:12	12:16	12:25	12:45	12:54	12:58	1:24
12:20	12:45	12:49	12:58	1:21	1:30	1:34	2:00
12:56	1:21	1:25	1:34	1:57	2:06	2:10	2:36
1:32	1:57	2:01	2:10	2:29	2:38	2:42	3:08
2:10	2:35	2:39	2:48	3:09	3:18	3:22	3:48
2:46	3:11	3:15	3:24	3.51	4:00	4:04	4:30
3:22	3:47	3:51	4:00	4:29	4:38	4:42	5:08
3:59	4:24	4:28	4:37	4:51	5:00	5:04	5:30
4:34	4:59	5:03	5:12	5:37	5:46	5:50	6:16
5:14	5:39	5:43	5:52	6:10	6:19	6:23	6:49
5:44	6:09	6:13	6:22	6:46	6:55	6:59	7:25
6:23	6:48	6:52	7:01	7:29	7:38	7:42	8:08
7:06	7:31	7:35	7:44	7:51	8:00	8:04	8:28
7:38	8:03	8:07	8:16	8:27	8:36	8:40	9:04
8:26	8:50	8:54	9:03	9:15	9:24	9:28	9:52
9:02	9:26	9:30	9:39	10:05	10:14	10:18	10:42
9:50	10:14	10:18	10:27	10:50	10:59	11:03	11:27
10:38	11:02	11:06	11:15	11:35	11:44	11:48	12:12
11:26	11:50	11:54	12:03	12:32	12:41	12:45	1:05
12:08	12:32	12:36	12:45	12:46	12:55	12:59	1:19

SUNDAYS

WESTBOUND				EASTBOUND			
Leave 6 St.	Leave City Limits	Leave Brookside	Arrive Hopkins	Leave Hopkins	Leave Brookside	Leave City Limits	Arrive 6 St.
AM	AM	AM	AM	AM	AM	AM	AM
6:01	6:23	6:27	6:36	*6:47	6:56	7:00	
*6:50	7:15					7:02	7:27
	7:17	7:21	7:30	*7:47	7:56	8:00	
*7:52	8:17					8:02	8:27
	8:19	8:23	8:32	*8:47	8:56	9:00	
*8:43	9:08					9:02	9:27
	9:10	9:14	9:23	*9:47	9:56	10:00	
*9:43	10:08					10:02	10:27
	10:10	10:14	10:23	*10:46	10:55	10:59	
*10:43	11:08					11:01	11:26
	11:11	11:15	11:24	*11:46	11:55	11:59	
*11:49	12:14					12:01	12:26
	12:16	12:20	12:29	*12:46	12:55	12:59	
*12:49	1:14					1:01	1:26
	1:16	1:20	1:29	*1:46	1:55	1:59	
*1:49	2:14					2:01	2:26
	2:16	2:20	2:29	*2:46	2:55	2:59	
*2:49	3:14					3:01	3:26
	3:16	3:20	3:29	*3:46	3:55	3:59	
*3:49	4:14					4:01	4:26
	4:16	4:20	4:29	*4:46	4:55	4:59	
*4:49	5:14					5:01	5:26
	5:16	5:20	5:29	*5:46	5:55	5:59	
*5:49	6:14					6:01	6:26
	6:16	6:20	6:29	*6:50	6:59	7:03	
*6:49	7:14					7:05	7:30
	7:16	7:20	7:29	*7:50	7:59	8:03	
*7:49	8:14					8:05	8:30
	8:16	8:20	8:29	*8:50	8:59	9:03	
*8:49	9:14					9:05	9:30
	9:16	9:20	9:29	*9:50	9:59	10:03	
*9:47	10:12					10:05	10:30
	10:14	10:18	10:27	*10:35	10:44	10:48	
*10:32	10:57					10:50	11:15
	10:59	11:03	11:12	*11:20	11:29	11:33	
*11:17	11:42					11:34	11:59
	11:44	11:48	11:57	*12:08	12:12	12:16	
*12:18	12:43					12:18	12:37
	12:45	12:49	12:58	1:02	1:11	1:15	1:34

*Hopkins passengers transfer to and from Como Harriet cars at France Avenue.

MINNEAPOLIS—HOPKINS
COMMUTATION BOOKS
24 rides for $4.20

Sunday Schedule on following Holidays

NEW YEARS, MEMORIAL DAY, 4th of JULY, LABOR DAY, THANKSGIVING and CHRISTMAS

NO. 147—IN EFFECT JULY 2, 1949

Minneapolis

to

Hopkins

TWIN CITY LINES

Running time for intermediate points.

Hopkins to Blake - - 5 minutes
Hopkins to Interlachen - - 6 "
Brookside to Browndale - 1 "
Browndale to City Limits - 3 "

L. G. BAKKEN, General Superintendent
No. 1 Eleventh Street So., Minneapolis
Telephone—Main 1214

Schedule subject to change without notice.

WEEKDAYS

WESTBOUND				EASTBOUND			
Leave 6 St.	Leave City Limits	Leave Brookside	Arrive Hopkins	Leave Hopkins	Leave Brookside	Leave City Limits	Arrive 6 St.
AM	AM	AM	AM	AM	AM	AM	AM
5:27	5:52	5:56	6:05	6:08	6:17	6:21	6:47
5:34	5:59	6:03	6:12	6:22	6:31	6:35	7:01
5:47	6:12	6:16	6:25	6:38	6:47	6:51	7:17
6:13	6:38	6:42	6:51	6:57	7:07	7:13	7:39
6:30	6:55	6:59	7:08	7:13	7:23	7:29	7:55
6:40	7:05	7:09	7:18	7:22	7:32	7:38	8:04
6:52	7:17	7:21	7:30	7:35	7:45	7:51	8:17
7:03	7:28	7:32	7:41	7:51	8:01	8:07	8:33
7:25	7:50	7:54	8:03	8:14	8:24	8:30	8:56
7:54	8:19	8:23	8:32	8:45	8:54	8:58	9:24
8:33	8:58	9:02	9:11	9:15	9:24	9:28	9:54
9:01	9:26	9:30	9:39	9:51	10:00	10:04	10:30
9:32	9:57	10:01	10:10	10:27	10:36	10:40	11:06
10:08	10:33	10:37	10:46	11:03	11:12	11:16	11:42
10:46	11:11	11:15	11:24	11:39	11:48	11:52	12:18
11:22	11:47	11:51	12:00	12:15	12:24	12:28	12:54
11:58	12:23	12:27	12:36	12:50	12:59	1:03	1:29
12:34	12:59	1:03	1:12	1:20	1:29	1:33	1:59
1:10	1:35	1:39	1:48	2:07	2:16	2:20	2:46
1:34	1:59	2:03	2:12	2:26	2:35	2:39	3:05
1:58	2:23	2:27	2:36	2:50	2:59	3:03	3:29
2:34	2:59	3:03	3:12	3:19	3:28	3:32	3:58
3:07	3:32	3:36	3:45	3:53	4:02	4:06	4:32
3:37	4:02	4:06	4:15	4:34	4:45	4:49	5:15
4:00	4:25	4:29	4:38	4:45	4:54	4:58	5:24
4:23	4:51	4:55	5:04	5:11	5:20	5:24	5:50
4:45	5:13	5:17	5:26	5:35	5:44	5:48	6:14
5:07	5:35	5:39	5:48	6:02	6:13	6:19	6:45
5:27	5:55	5:59	6:08	6:10	6:19	6:23	6:49
5:41	6:09	6:13	6:22	6:36	6:45	6:49	7:15
6:06	6:34	6:38	6:47	7:06	7:15	7:19	7:45
*6:35	7:00			*7:21	7:30	7:34	
	7:02	7:06	7:15			7:35	8:00
*7:12	7:37			8:05	8:14	8:18	8:43
	7:40	7:44	7:53	*9:05	9:14	9:18	
*8:12	8:37					9:20	9:45
	8:40	8:44	8:53	*10:00	10:09	10:13	
*9:02	9:27					10:20	10:45
	9:30	9:34	9:43	*10:34	10:48	10:47	
*9:47	10:12					10:50	11:15
	10:14	10:18	10:27	*11:16	11:25	11:29	
*10:32	10:57					11:34	11:59
	10:58	11:02	11:11	*12:04	12:18	12:17	
*11:17	11:42					12:18	12:37
	11:48	11:52	12:01	1:01	1:10	1:14	1:33
*12:18	12:43						
	12:44	12:48	12:57				

*Hopkins passengers transfer to and from Como Harriet cars at France Avenue.

Special Schedule during State Fair.

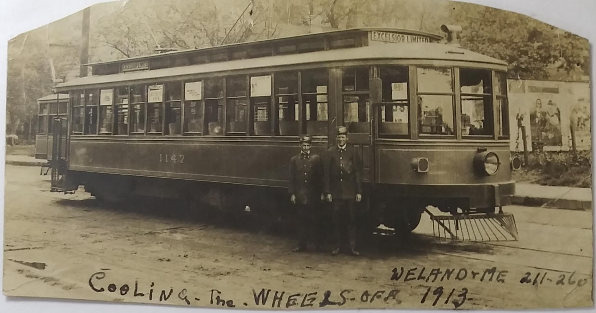
SATURDAYS

WESTBOUND				EASTBOUND			
Leave 6 St.	Leave City Limits	Leave Brookside	Arrive Hopkins	Leave Hopkins	Leave Brookside	Leave City Limits	Arrive 6 St.
AM	AM	AM	AM	AM	AM	AM	AM
5:37	6:02	6:06	6:15	6:22	6:31	6:35	7:01
5:54	6:19	6:23	6:32	6:38	6:47	6:51	7:17
6:17	6:42	6:46	6:55	7:02	7:11	7:15	7:41
6:30	6:55	6:59	7:08	7:18	7:27	7:31	7:57
6:43	7:08	7:12	7:21	7:32	7:41	7:45	8:11
6:56	7:21	7:25	7:34	7:47	7:56	8:00	8:26
7:11	7:36	7:40	7:49	7:56	8:05	8:09	8:35
7:36	8:01	8:05	8:14	8:20	8:29	8:33	8:59
8:10	8:35	8:39	8:48	8:54	9:03	9:07	9:33
8:47	9:12	9:16	9:25	9:34	9:43	9:47	10:13
9:13	9:38	9:42	9:51	10:04	10:13	10:17	10:43
9:42	10:07	10:11	10:20	10:34	10:43	10:47	11:13
10:11	10:36	10:40	10:49	11:02	11:11	11:15	11:41
10:41	11:06	11:10	11:19	11:32	11:41	11:45	12:11
11:11	11:36	11:40	11:49	12:02	12:11	12:15	12:41
11:31	11:56	12:00	12:09	12:22	12:31	12:35	1:01
11:41	12:06	12:10	12:19	12:42	12:51	12:55	1:21
12:11	12:36	12:40	12:49	1:03	1:12	1:16	1:42
12:42	1:07	1:11	1:20	1:39	1:48	1:52	2:18
1:19	1:44	1:48	1:57	2:15	2:24	2:28	2:54
1:49	2:14	2:18	2:27	2:39	2:48	2:52	3:18
2:19	2:44	2:48	2:57	3:15	3:24	3:28	3:54
2:48	3:13	3:17	3:26	3:39	3:48	3:52	4:18
3:18	3:43	3:47	3:56	4:15	4:24	4:28	4:54
3:51	4:16	4:20	4:29	4:39	4:48	4:52	5:18
4:15	4:40	4:44	4:53	5:15	5:24	5:28	5:54
4:51	5:16	5:20	5:29	5:39	5:48	5:52	6:18
5:15	5:40	5:44	5:53	*5:59	6:08	6:12	
*5:47	6:12					6:12	6:38
	6:14	6:18	6:27	*6:47	6:56	7:00	
*6:35	7:00					7:04	7:30
	7:02	7:06	7:15	*7:20	7:29	7:33	
*7:11	7:36					7:35	8:00
	7:38	7:42	7:51	*8:05	8:14	8:18	
*7:59	8:24					8:20	8:45
	8:26	8:30	8:39	*8:50	8:59	9:03	
*8:59	9:24					9:05	9:30
	9:26	9:30	9:39	*9:50	9:59	10:03	
*9:47	10:12					10:05	10:30
	10:14	10:18	10:27	*10:31	10:40	10:44	
*10:32	10:57					10:46	11:11
	10:59	11:03	11:12	*11:14	11:23	11:27	
*11:17	11:42					11:29	11:54
	11:44	11:48	11:57	*12:03	12:12	12:16	
*12:18	12:43					12:18	12:37
	12:45	12:49	12:58	1:01	1:10	1:14	1:33

*Hopkins passengers transfer to and from Como Harriet cars at France Avenue.

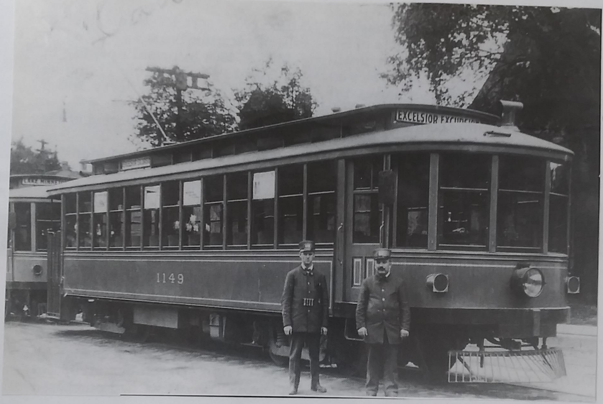
Special Schedule during State Fair.

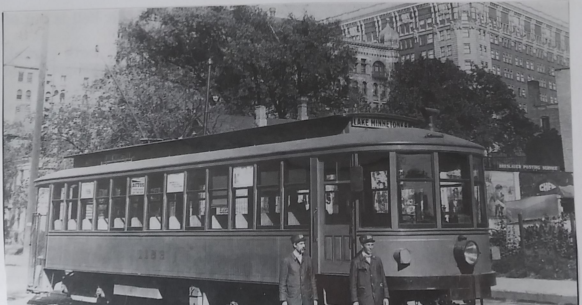
PHOTOGRAPHS

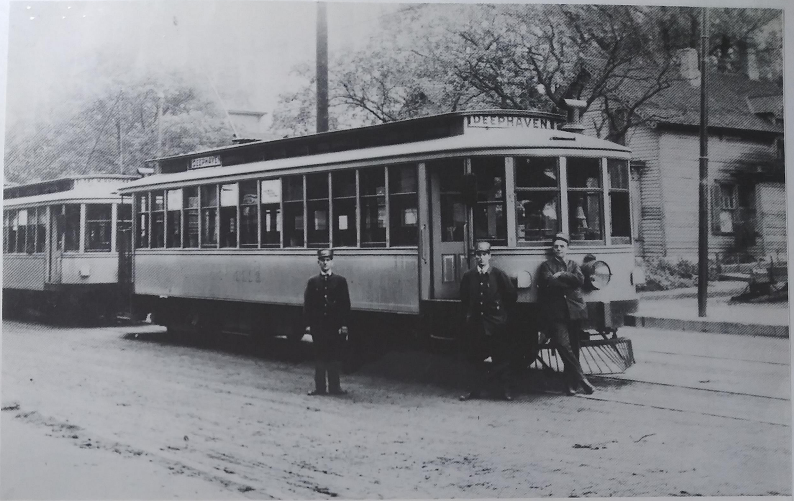

EXCELSIOR LIMITED
1147

Cooling - The . WHEELS - OFF 1913 -

WELAND + ME 211-260

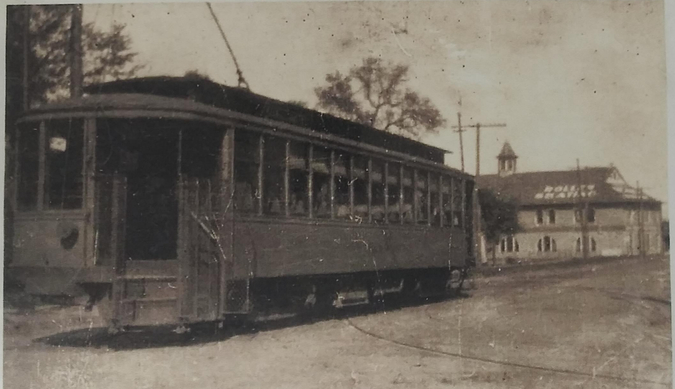

EXCELSIOR
LAKE MINNE
1149


LAKE MINNETONKA
BRESLAUER POSTING SERVICE

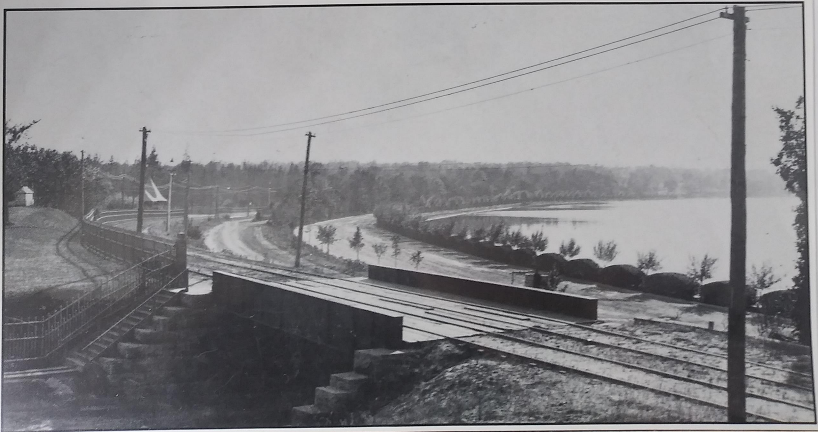


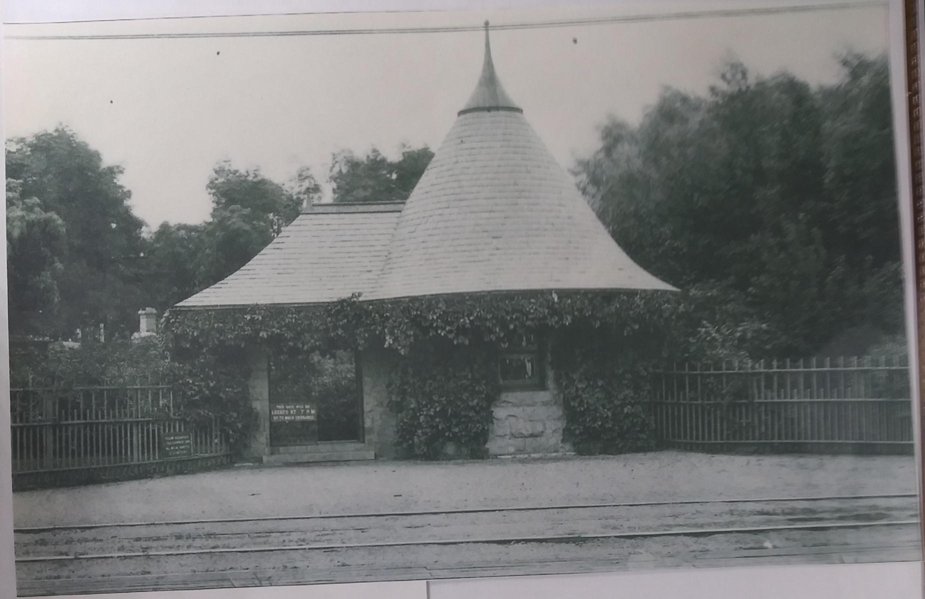
Twin City Lines suburban car for "Lake Minnetonka" follows Car 1113 for "Deephaven," possibly along West 31st Street, Minneapolis. Bring the picnic basket and the water wings. Ken Fletcher Collection.

1st AVE N ?
SEE ERM PG 21

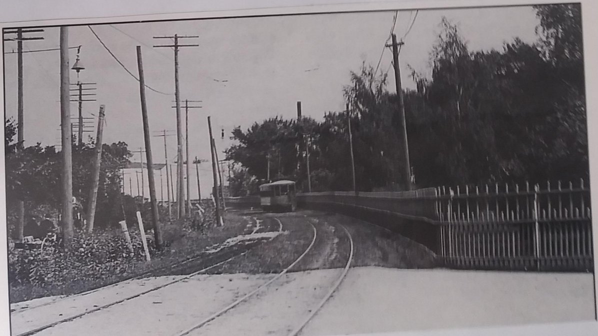


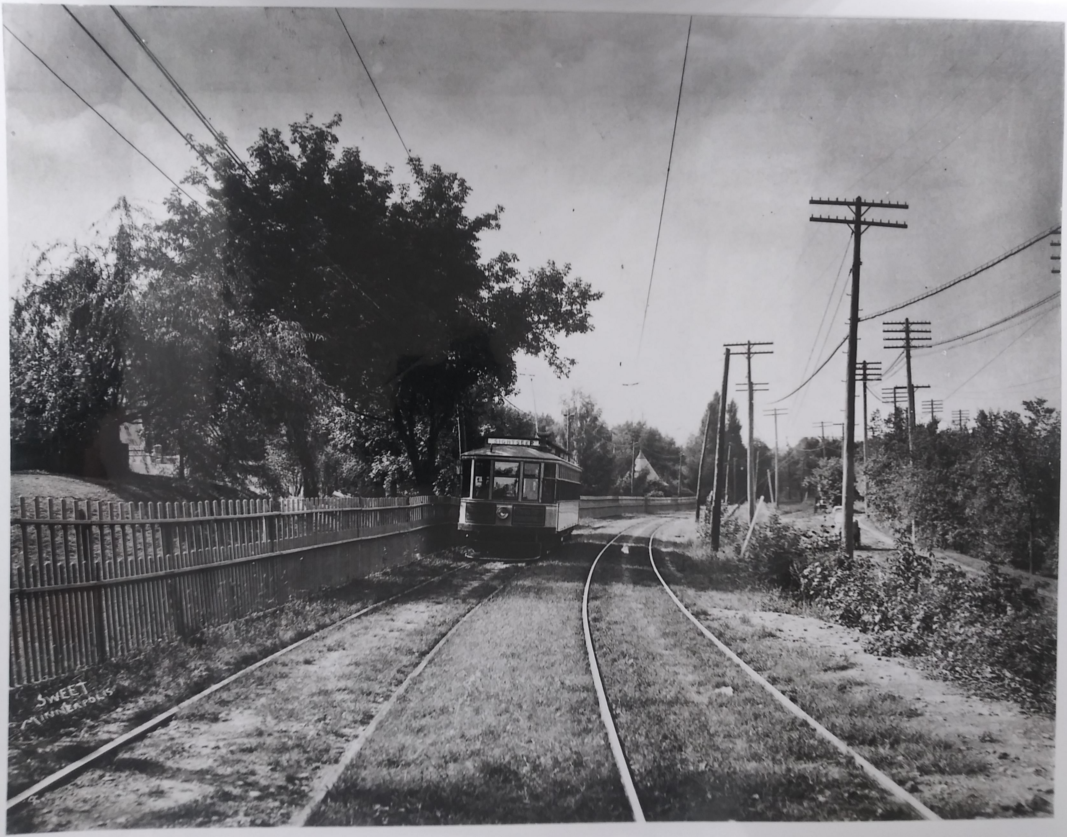
▲ EB on Water St. @ 2nd St. WYE (EAST SMF) 1112-1123 1907

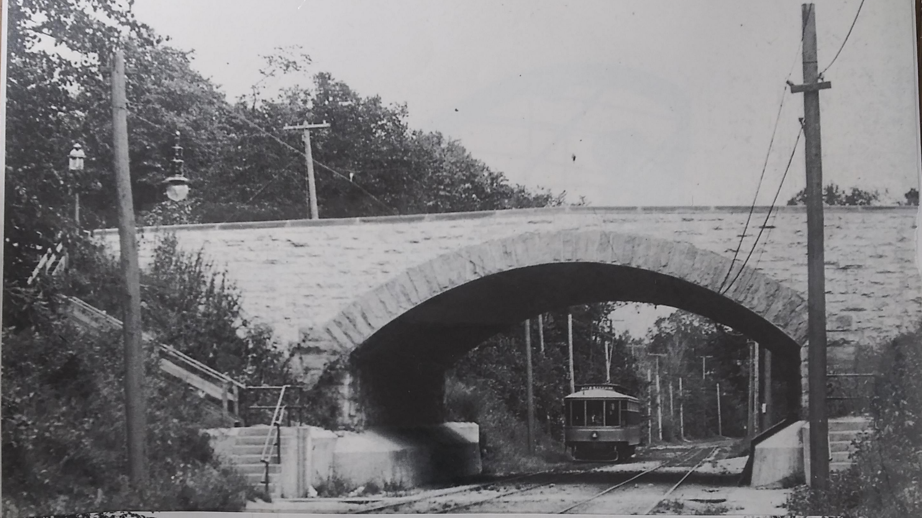


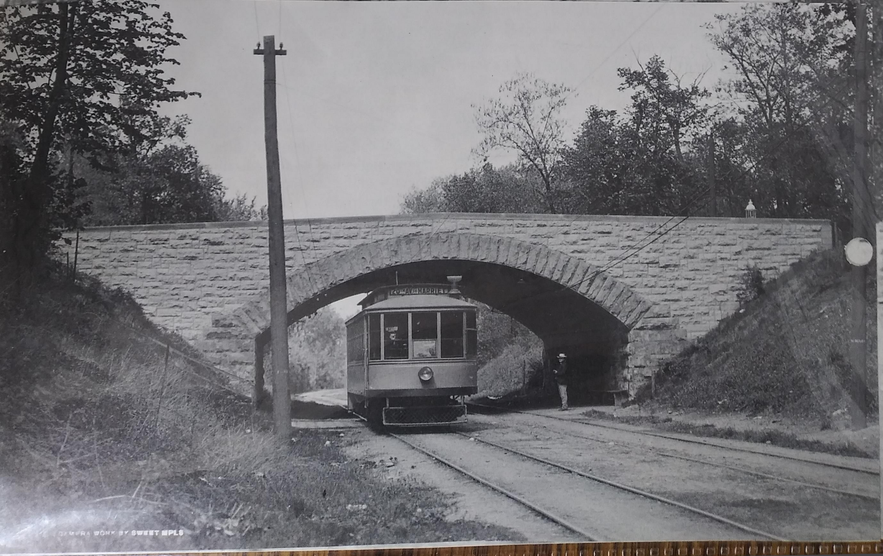

THIS GATE WILL BE
LOCKED AT 7 P.M.
GO TO MAIN ENTRANCE.

In 1906, Lakewood constructed a Public Comfort Building at the Lake Calhoun streetcar stop on the west side of the cemetery. A female attendant employed by the Association greeted cemetery visitors and helped ladies freshen up for their visit to Lakewood.

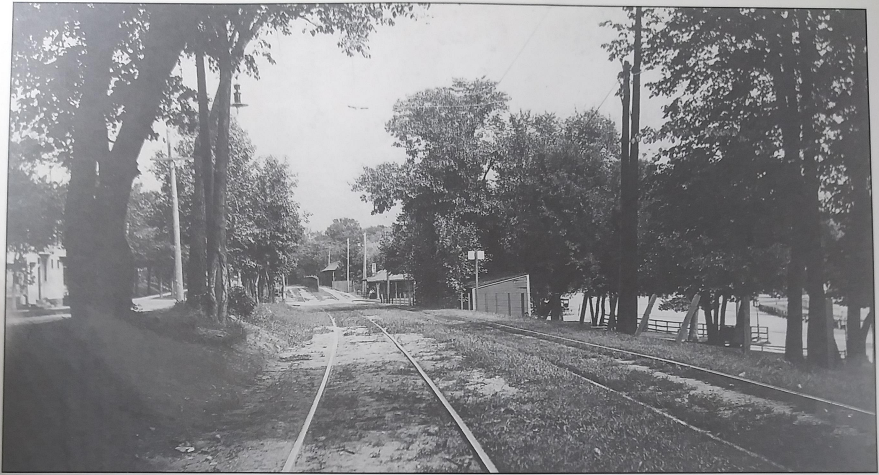



SIGHTSEER
SWEET
MINNEAPOLIS

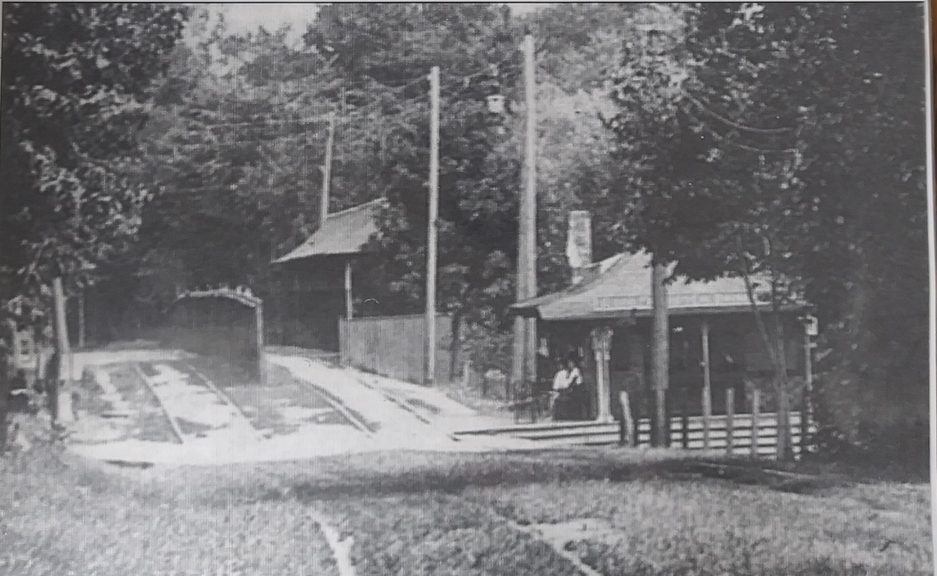


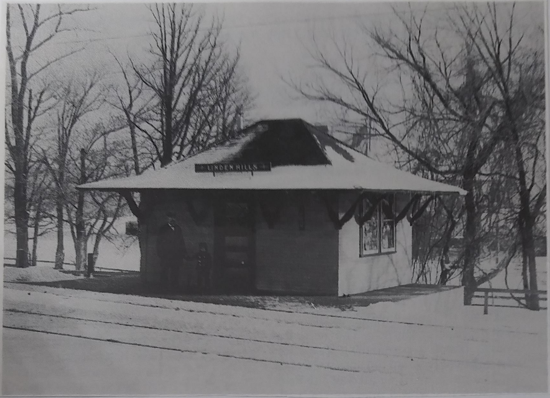

20th AV to HARRIET

CAMERA WORK BY SWEET MPLS

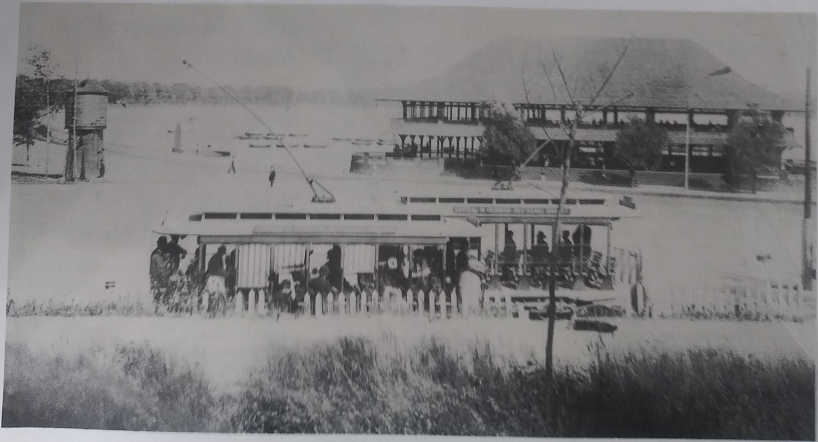


Looking north toward 42nd Street. The center of the photo is blown up below. Lake Harriet is at right. The small 1900 Linden Hills depot is there, modified with a south overhang and steps. But look beyond it. That peak-roofed open structure is another depot, never before seen. It appears on the plat maps of the day. It handled the large lake crowds, while the Linden Hills depot was for everyday use by local residents.





Depot at West 42nd Street & Queen Avenue South:
Building permit issued: October 29, 1900
Estimated Cost: $300
Architect: Harry W. Jones.
Builder: Brown and Currier
Completed : November 12, 1900
Dimensions : 14 feet (Fronting on W. 42nd Street) x 18 feet.
Lighting: five, 16 candlepower bulbs (probably in series to operate on 600 volt D.C. trolley voltage). Lights were installed in 1901.



First Pavilion

Thomas Lowry took out building permit 4-28-1888.

Built on land owned by Lowry between MSR tracks and park property.

Structure was open-sided except for an auditorium for 1500 persons.

Grand opening 6-30-1888 Danz Military Band

Burned down 6-22-1891. Fire reported to have started in the kitchen

Second Pavilion

Completed 8-15-1891 (concert). 75 x 150 feet in size

Lower level = dining room upper level = sheltered concert seating

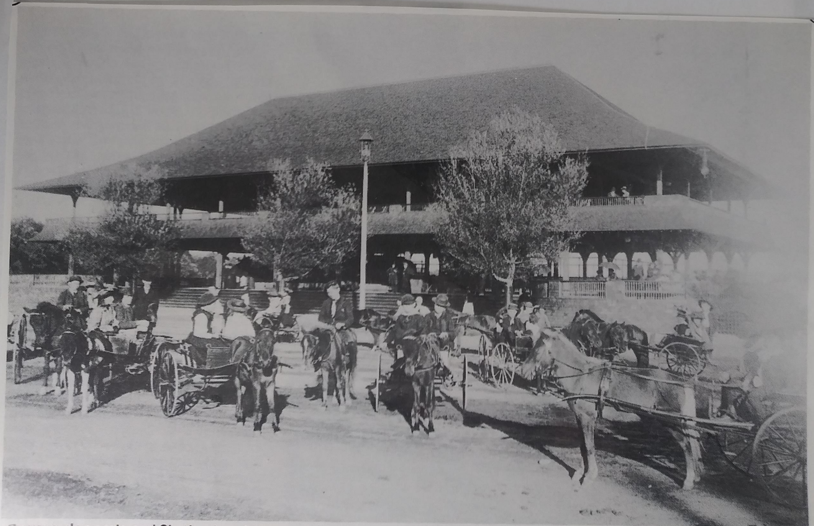
Also built a floating bandstand.

Women's and Men's Restroom buildings, also designed by Harry Wild Jones, completed 1892 (survive today)

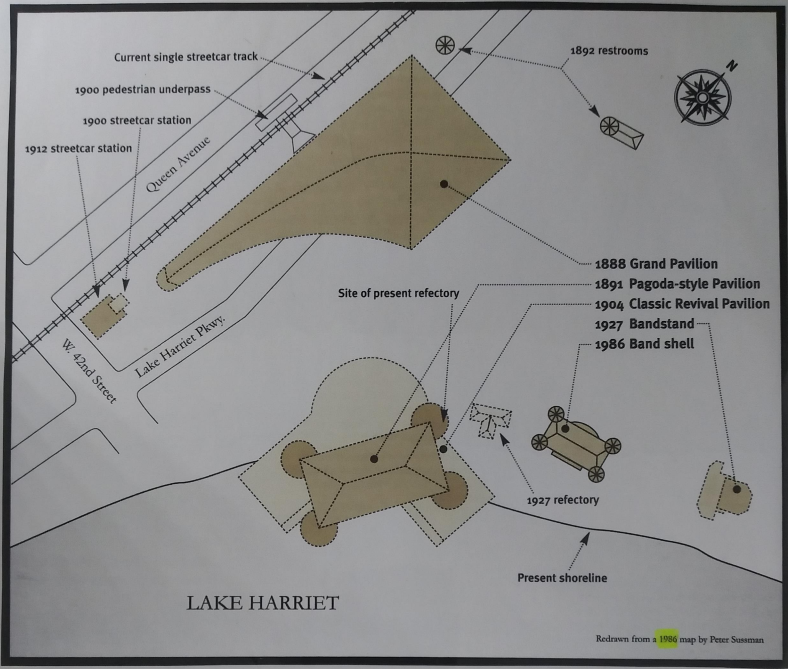
1893 addition of amphitheater-style seating, designed by Jones and located on the lakeside, brought capacity to above 6,000 persons

New train station constructed 1893; inbound passengers avoided crossing the tracks by climbing steps to pass over the train line and then descending to reach the lake.

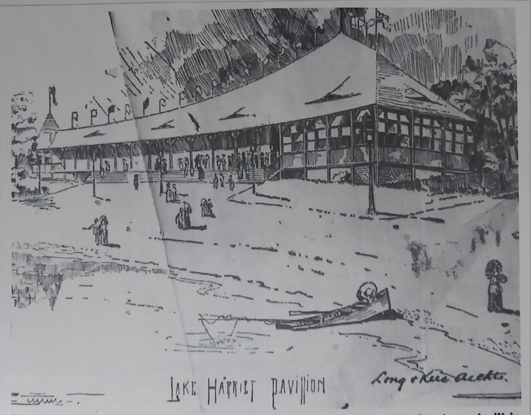
Destroyed by fire 3-6-1903 (fire first noticed under eaves and is supposed to have been caused by electrical wires).



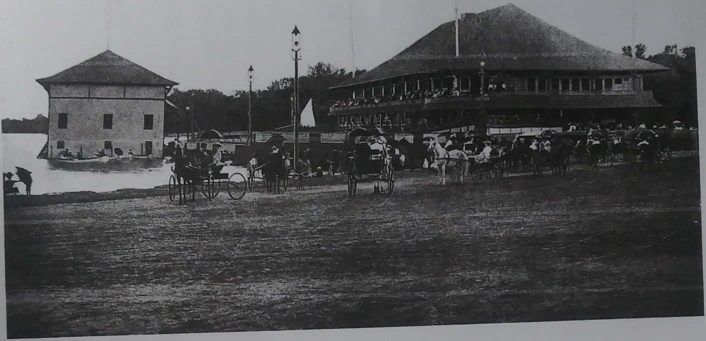
Surreys, dog carts and Shetland ponies entertain kids at Lake Harriet Pavilion, 1895. Minnesota Historical Society Photo.


Current single streetcar track
1900 pedestrian underpass
1900 streetcar station
1912 streetcar station
Queen Avenue
1892 restrooms
N
1888 Grand Pavilion
1891 Pagoda-style Pavilion
1904 Classic Revival Pavilion
1927 Bandstand
1986 Band shell
Site of present refectory
W. 42nd Street
Lake Harriet Pkwy.
1927 refectory
Present shoreline
LAKE HARRIET

Redrawn from a 1986 map by Peter Sussman

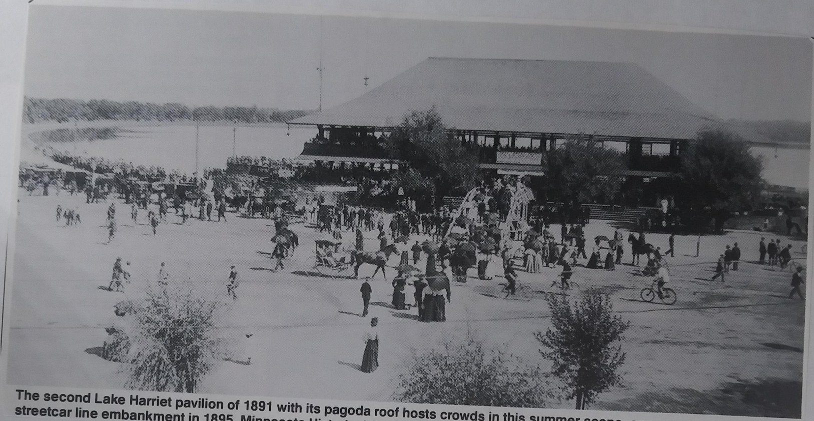

Lake Harriet Pavilion
Long & Kees Archts.

The first Lake Harriet pavilion with its 350-foot curved lakeside frontage, built in 1888. It survived just three years, burning to the ground in June 1891. Drawing courtesy of the Minnesota Historical Society.

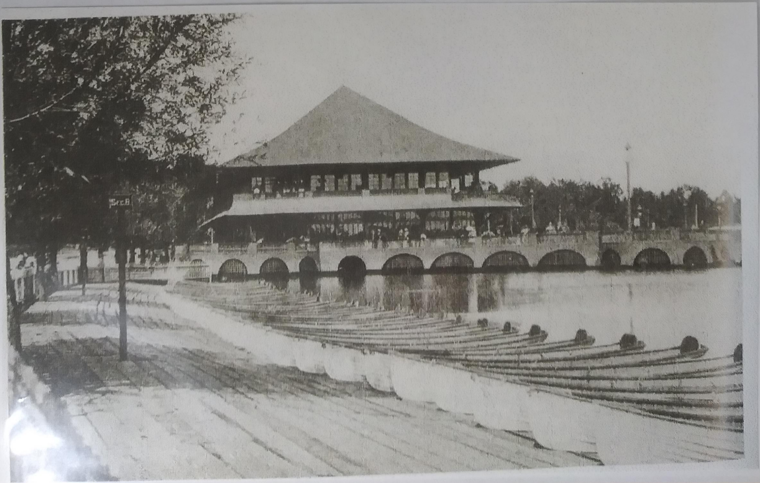


Pavilion and Bandstand at Lake Harriet
The Second Pavilion Built at Lake Harriet by the Minneapolis Street Railway Company. This was the First One Erected at the Water's Edge
(Destroyed by fire March 6, 1903)

During the height of entertainment revival in 1901 the Minneapolis Journal described a nightly journey taken from Lake Harriet by H. M. Barnet, "concessionaire extraordinary at Lake Harriet, Como and Wildwood. Mr. Barnet has the refreshment privileges at these three famous street railway resorts and this sleeper is his private car, where he saves time by sleeping while traveling. He goes to bed at Lake Harriet every night, after a dip in the lake, and wakes up the next morning at Wildwood, three hours' ride away. The sleeper is one of the old "whalebacks," which used to run on the steam motor line and some of which are now to be seen on the Minnehaha line. Mr. Barnet's time is valuable and he has a good deal of territory to cover in a day. So he besought General Manager Goodrich to let him have the ancient car so that he could have it fixed up as a traveling home. Mr. Goodrich readily consented and so the car was done off into a suite of rooms with every convenience necessary to make it habitable. The train crew is paid by Mr. Barnet and it takes his car out of the Lake Harriet yards every morning at 1 o'clock after he has retired for the night. The car reaches Wildwood at about 4 a. m. Mr. Barnet gets up in the morning whenever it suits him and the crew snooze peacefully until about 11, when they go out on an advertising tour of the streets of the two cities, arriving eventually at Lake Harriet along in the afternoon, ready to take Mr. Barnet, who has made the day trip back meanwhile in the ordinary way, to Wildwood the next morning".



The second Lake Harriet pavilion of 1891 with its pagoda roof hosts crowds in this summer scene, apparently taken from the streetcar line embankment in 1895. Minnesota Historical Society Photo.



CHANGES AT THE LAKE
Minneapolis Tribune (1867-1908); May 4, 1900;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 5

CHANGES AT THE LAKE

Many Notable Improvements Being Made at Harriet to Meet the Needs and Desires of the People.

The Twin City Rapid Transit Company Is Working in Conjunction With Park Board in the Matter.

The improvements at Lake Harriet are being rushed with such energy that in all probability the season at this popular resort will be formally opened Sunday, May 13.

The Twin City Rapid Transit company commenced the lowering of its tracks from the cemetery to the lake three weeks ago, ~~and during this time has had between 150~~ and 200 men employed on the work.

The lowering of the tracks is to accommodate the park board. The board will make several changes in the driveway between Lake Calhoun and Lake Harriet. The course of the driveway will be about 100 feet north from the old road, and a new bridge will be built. This bridge will cost $6,000, and be of artistic proportions.

While the Twin City Rapid Transit company hopes to be able to accommodate its patrons in 10 days, the park drive will not be open to the public until June 1, at the earliest. The old bridge has been torn down, and those who wish to drive to the lake now are compelled to take the old road to the top of the hill, and then turn in to Cottagewood and make a roundabout trip.

TRACKS LOWERED SIX FEET.

The work that the street railway company is having done means a great improvement to the district, but it is being done at a great expense. The trackage is affected a distance of a mile, and is being lowered six feet.

At the lake terminal a great improvement will be made. The old station has been torn down, and will be replaced by a modern structure. The old building led the passengers up and over the tracks, but the new station will work just the opposite. The passengers will make their way from the cars to the lake front through a sub-way. The lay of the ground will not necessitate this being extended any considerable distance. The sub-way will be well lighted and of sufficient width to accommodate the passing to and fro of any number of people.

The company is also expending a considerable sum in repairing the pavilion at Lake Harriet. This year there is more to be done than in former years, and in consequence the improvement as a whole will be more marked.

The park board is having built a new boat dock 100 feet long. One was constructed a couple of years ago, but it is not fitted to the present demands. The old fence, near the pavilion, has also been torn down, and several other alterations made.

HARRIET PAVILION IN RUINS
Minneapolis Tribune (1867-1908); Mar 7, 1903;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 1

HARRIET PAVILION IN RUINS

THE HANDSOME STRUCTURE AT LAKE HARRIET REDUCED TO ASHES LAST EVENINIG.

BURNS VERY RAPIDLY

SOLID MASS OF FLAMES BY TIME FIREMEN REACH THE SCENE.

OWNED BY ST. RY. CO.

H. M. BARNET, LESSEE, LOSES PROPERTY VALUED AT SEVERAL THOUSAND.

The big two-story pavilion at Lake Harriet, which for several years has been a rendezvous for thousands of pleasure seekers, is a mass of ruins. Fire originating in some mysterious manner burned the structure to the water's edge last evening, occasioning a loss of probably $13,000—$6,000 on the building and $7,000 on the contents and fixtures.

The Minneapolis Street Railway company and H. M. Barnet are the losers by reason of the fire, the former company owning the building, while H. M. Barnet, lessee, sustains the loss upon the fixtures and furnishings. The street car company and Mr. Barnet both carry ample insurance to cover the loss, although the delay caused by the destruction of the building will undoubtedly be a heavy loss.

STARTS UNDER THE EAVES.

The fire started under the eaves at the south end of the building, probably from electric light wires. From there the flames spread rapidly under the eaves to all parts of the structure until the entire roof was ablaze. From there the fire beat down into the second and first stories, and before the fire department arrived the entire structure was a fiery furnace. Upon the arrival of still alarm companies it was seen that the fire was beyond them, and another alarm was turned in. By the time the second alarm companies arrived the pavilion was hopelessly gone. The structure, after being honeycombed and eaten away by the flames, fell in sections into a heap, carrying burning beams and flooring down into a composite mass including soda water fountains, cigar and candy cases, hundreds of pounds of candy, thousands of cigars and several modern ice boxes, all the property of H. M. Barnet, and the sum total of property was rapidly destroyed by the flames.

The firemen, handicapped by the fact that the fire had obtained such a start, and by the delay occasioned in getting water on the flames, could do little at the start to stop the progress of the fire. A engine had been placed on the shore of the lake and water pumped directly from the lake was used, while two other steamers worked on the hill above the lake park. With this corps at work Chief Hernlund was able after a time to fight against the fire spreading to the surrounding platforms.

In this he was successful—the amphitheater platform remaining intact. All of the piling upon which the pavilion and the platform were built are in good condition, although charred by the flames in some instances.

DODGE LIVE WIRES.

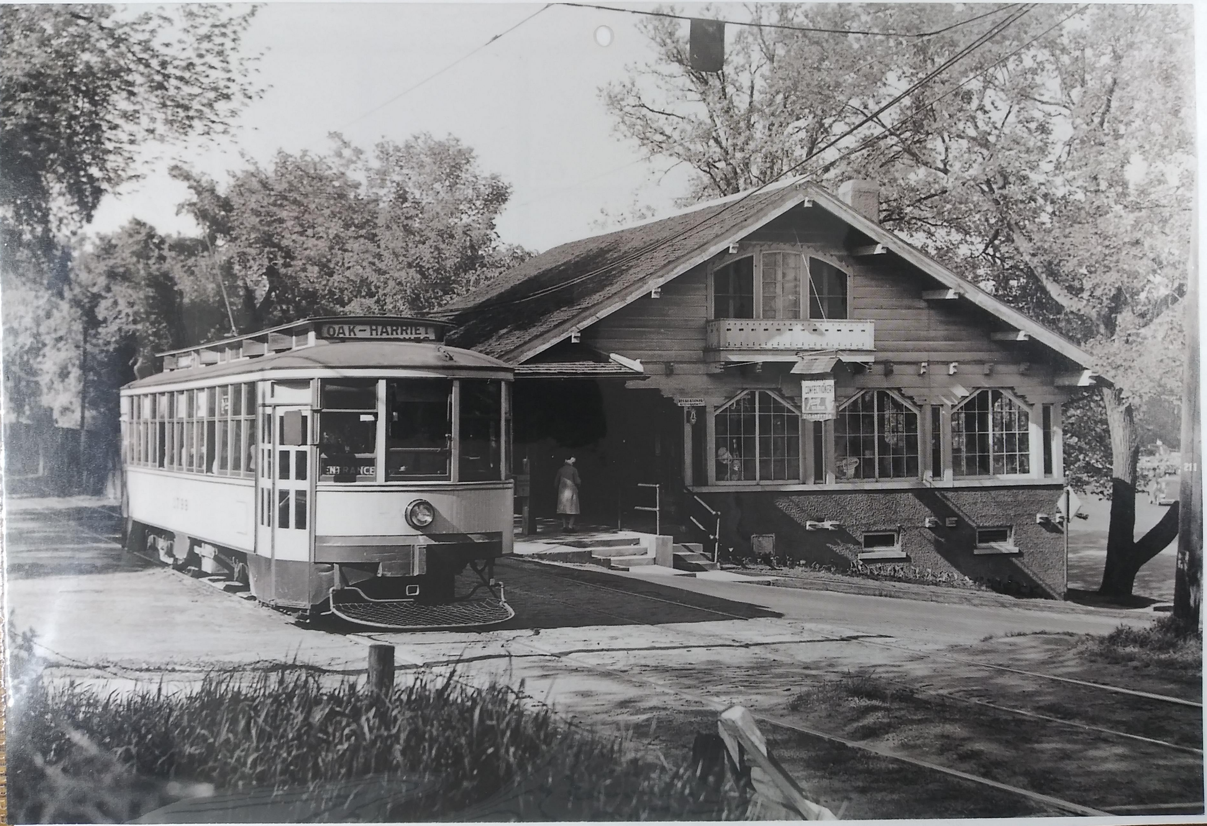
Live wires thrown to the ground became a danger which the firemen and spectators were constantly warned against. They were spread on the ground leading from the pavilion to the street, back several feet, and hissed and snapped with electricity until electricians arrived and turned off the current.

Danger to surrounding property was little, owing to the fact that there were no buildings in the immediate vicinity of the burning building, although every precaution was taken to avoid spreading the conflagration. The ruins smouldered on and burned out in spots for two hours after the fire had been practically subdued—in fact, the firemen were able after a time to fight the flames as they stood on the ice over which the building once stood.

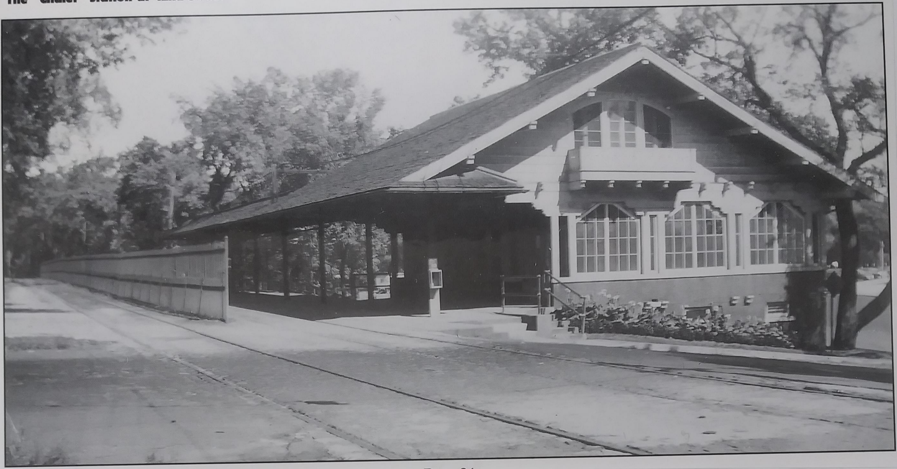
Whether or not the street car company will see fit to rebuild the structure in time for the opening of the summer season, now not over two months and a half away, is not known at this time.

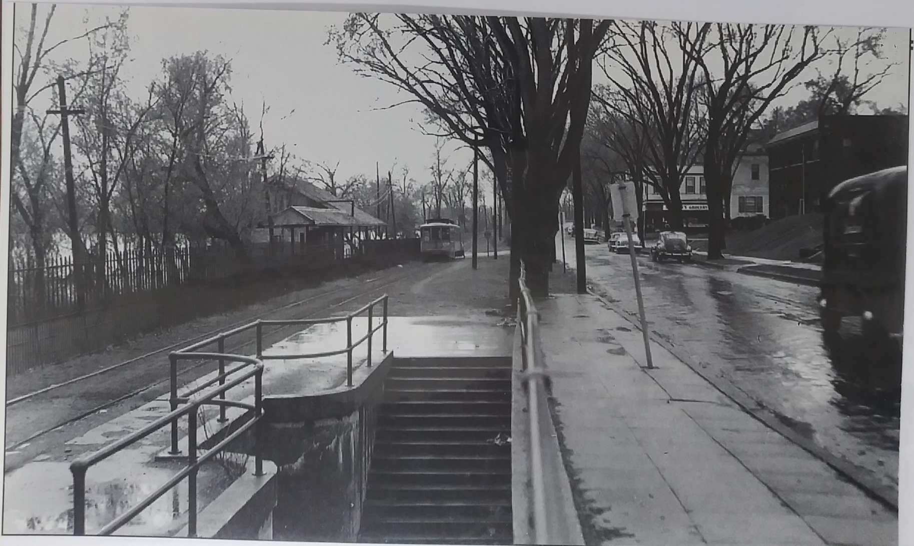
The desire of the people naturally is for the erection of a new amphitheater and pavilion, and on a more elaborate and broader scale than ever before attempted in this city and county. The old pavilion is now beyond hope of repair, and if the street car company wish for a pleasure hall they must necessarily erect an entirely new building. There is already some talk that the company may build another building, not on the same spot, howe[illegible], but across the lake at a place no[illegible] thickly crowded by residences as [illegible] resent site is. This matter will no [illegible] ot come up before the company within [illegible] ew days.

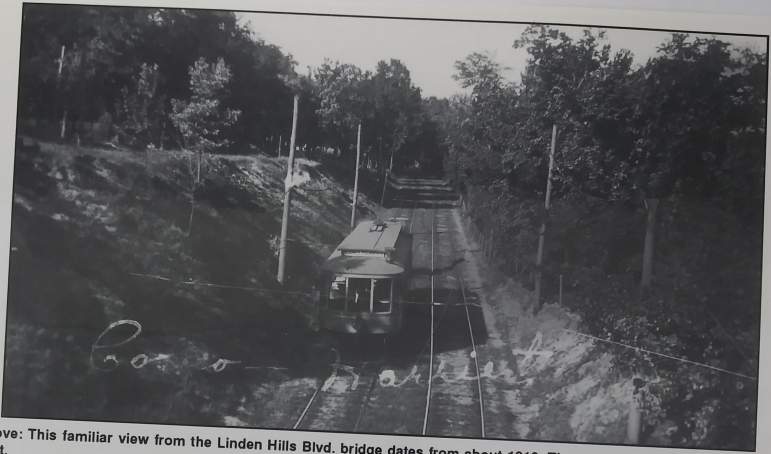
In answering the alarm last evening the fire companies had great difficulty in reaching the scene owing to the almost impassable condition of the roads. Several of the trucks came near tipping over as they slipped on the icy streets.


OAK-HARRIET
ENTRANCE
CONFECTIONERY
CIGARETTES

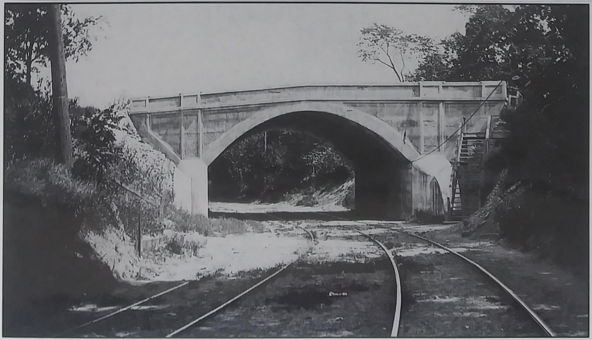
The "Chalet" station at 42nd Street.



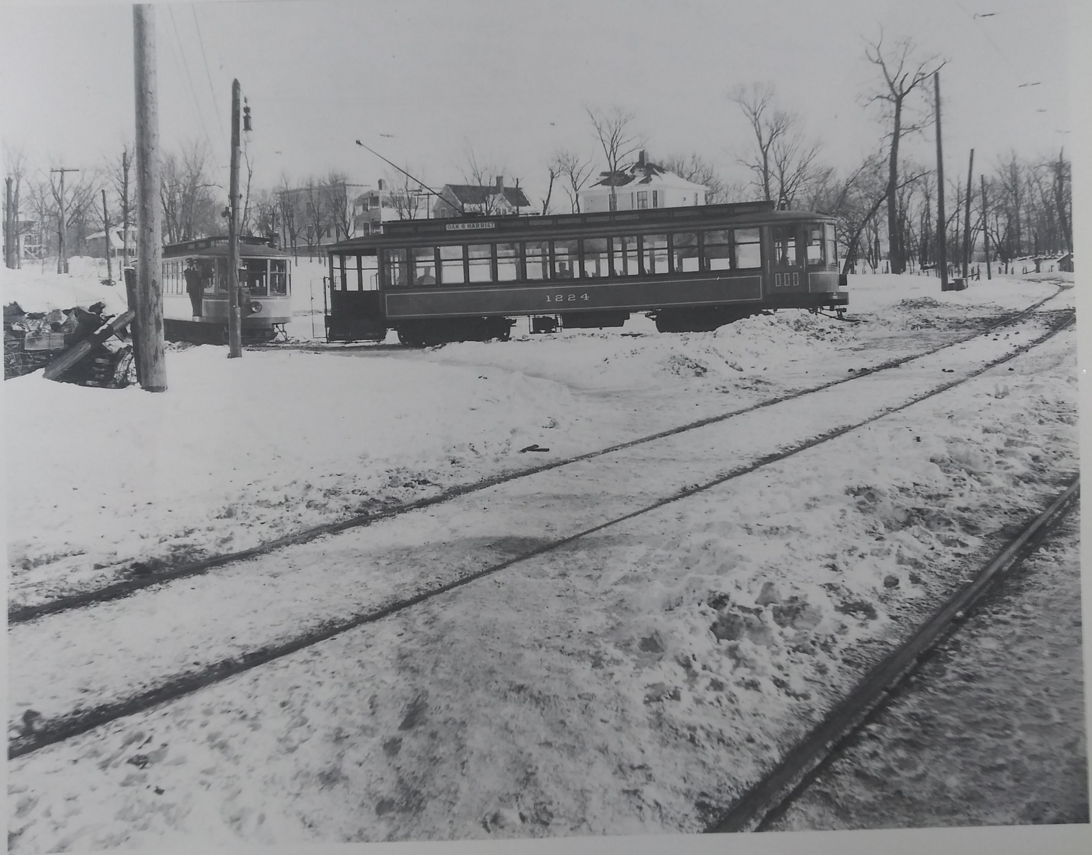


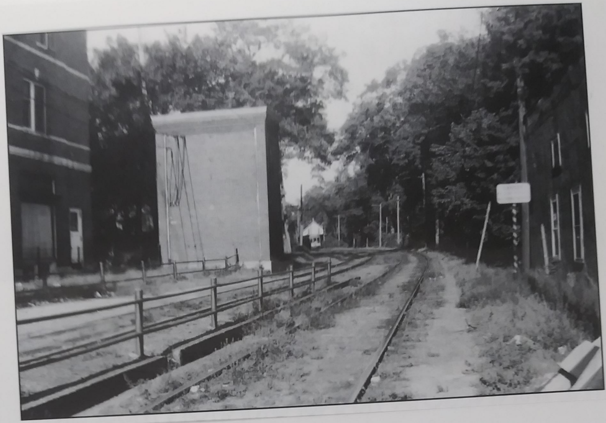


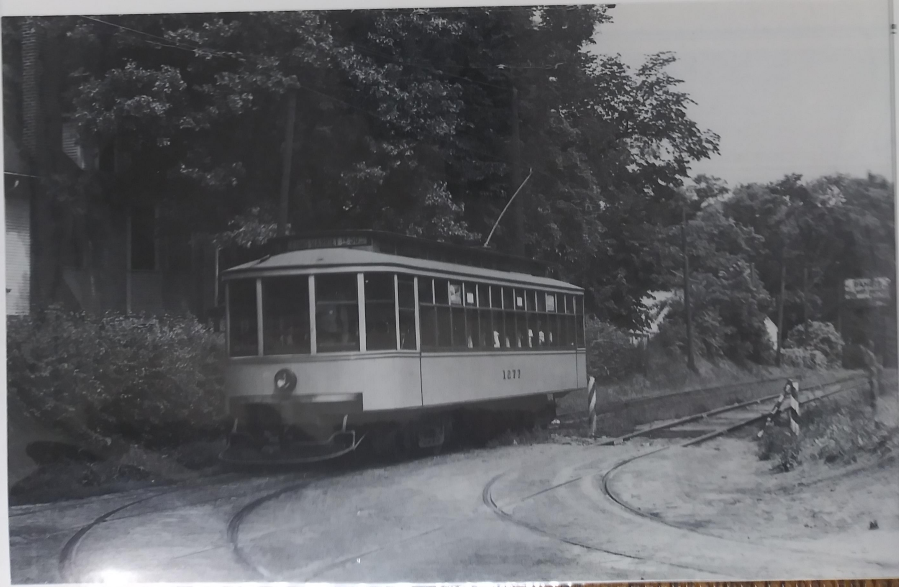
Above: This familiar view from the Linden Hills Blvd. bridge dates from about 1910. The retaining wall has not yet been built.

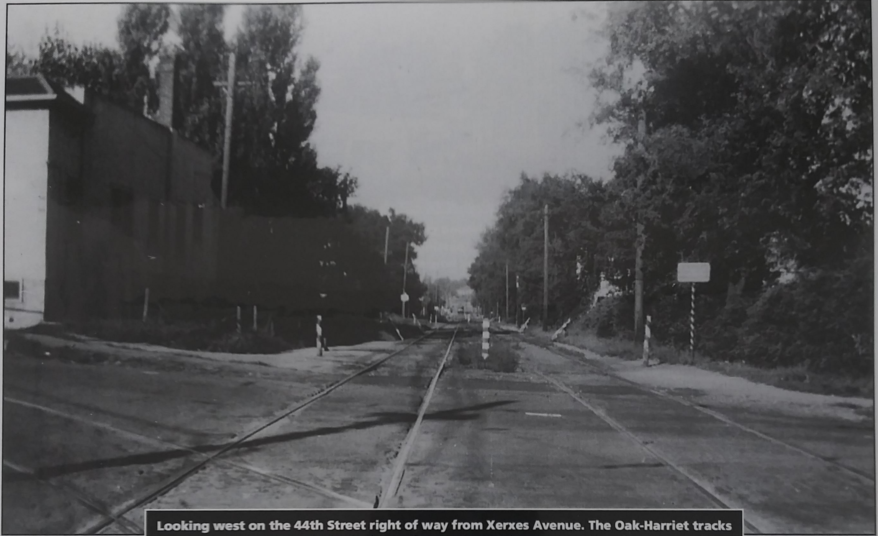


The Linden Hills Blvd. bridge, showing the recently lowered track to increase clearance for double deck streetcars. Note the temporary wooden stairs.

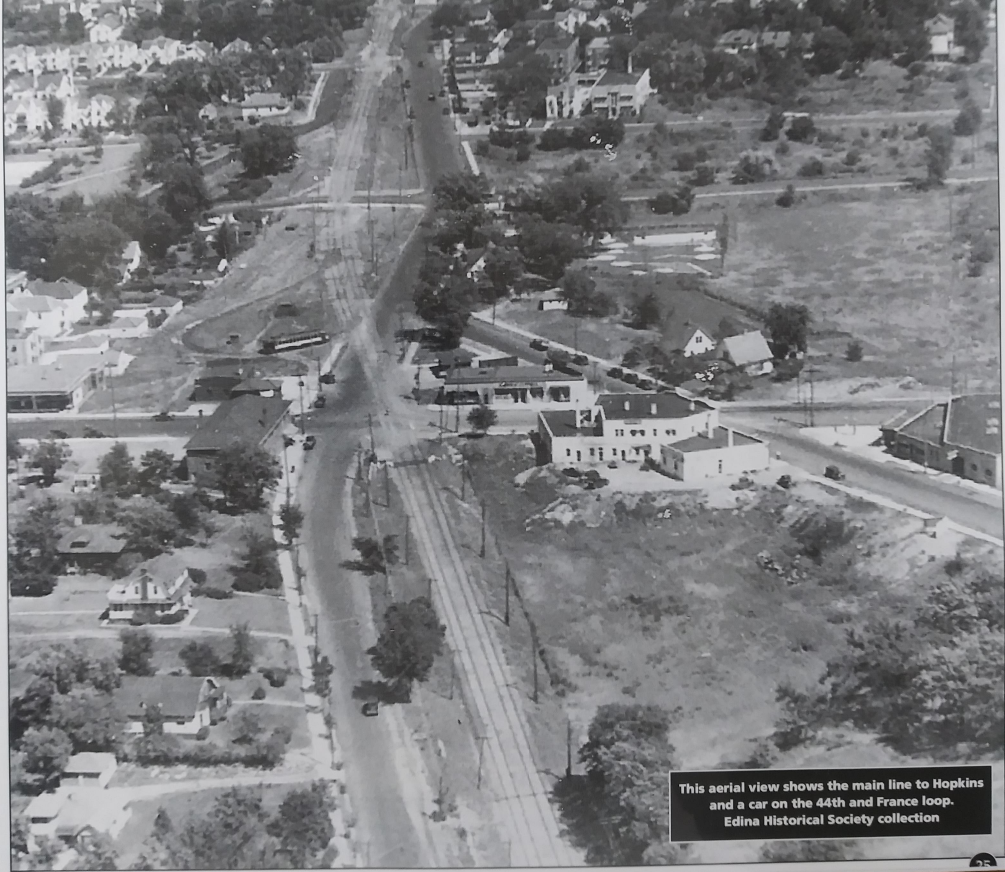

OAK & HARRIET
1224



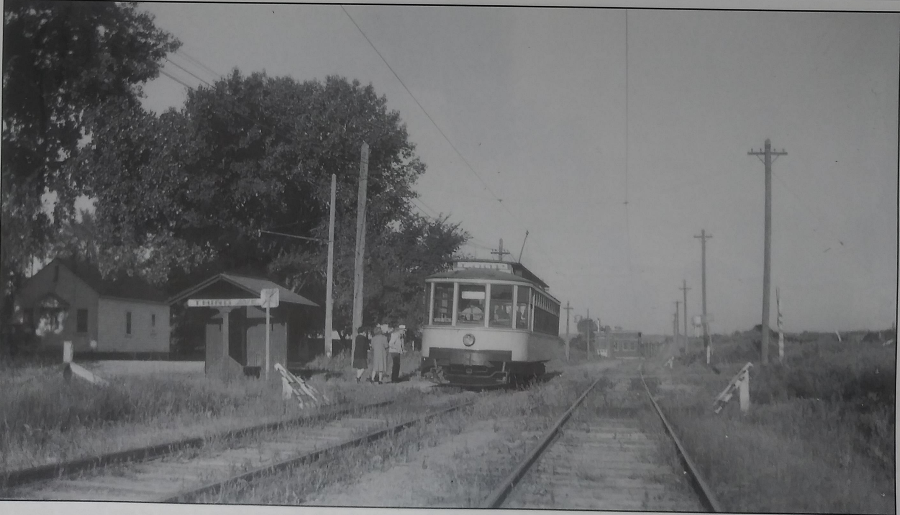

1277

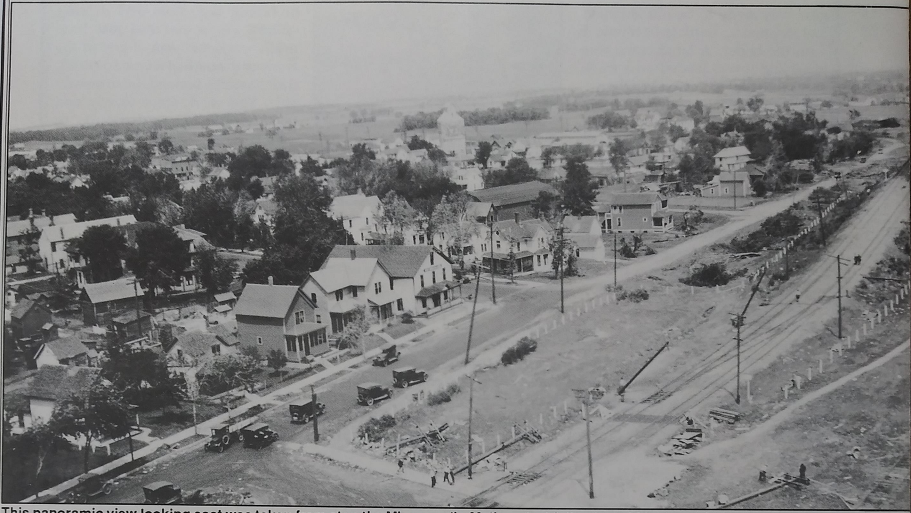


Looking west on the 44th Street right of way from Xerxes Avenue. The Oak-Harriet tracks diverge at left. A curiosity is the cattle guards, visible as angled boards sticking up.

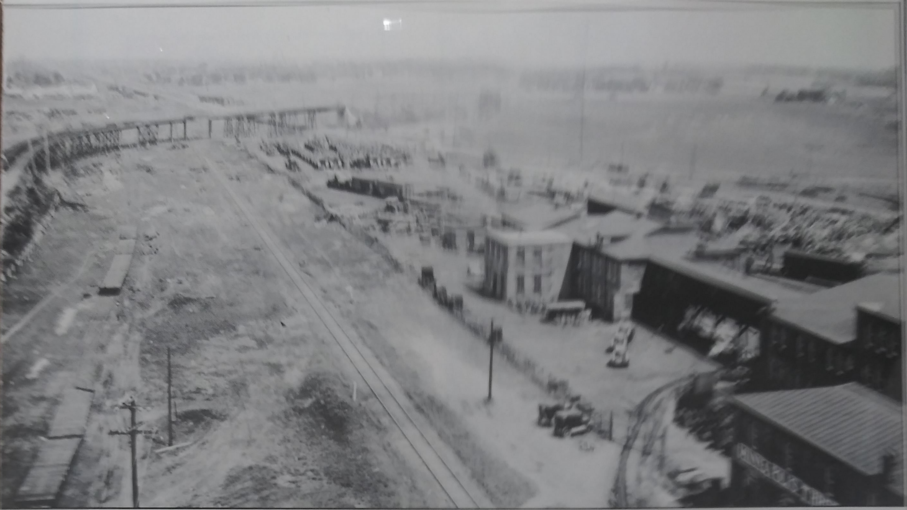


This aerial view shows the main line to Hopkins and a car on the 44th and France loop. Edina Historical Society collection



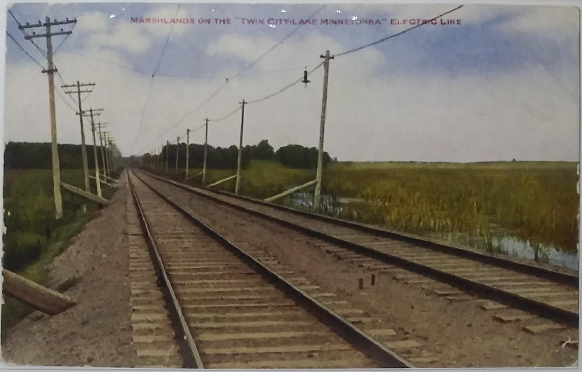


This panoramic view looking east was taken from atop the Minneapolis-Moline plant following a killer tornado in the 1920's. Road. The trolley stop at left was demolished. Hopkins Historical Society collection.

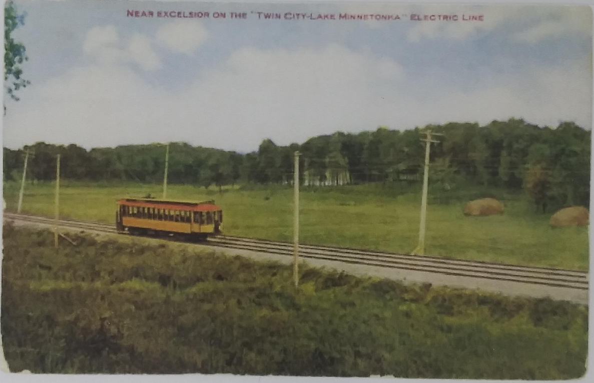


From left to right are the tracks of Twin City Lines (crossing the trestle), Great Northern, Minneapolis & St. Louis and the Milwaukee

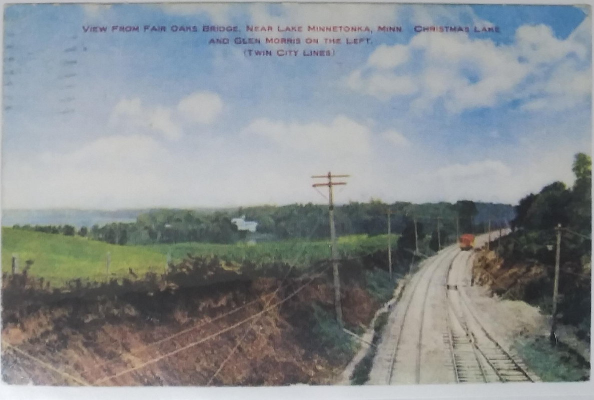
DEEPHAVEN JCT   EAST BOUND



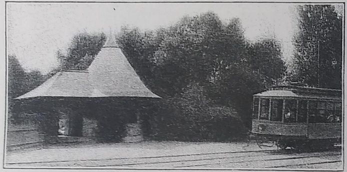
Marshlands on the "Twin City-Lake Minnetonka" Electric Line

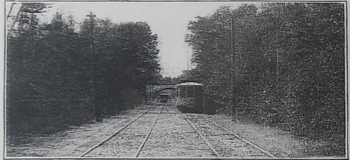


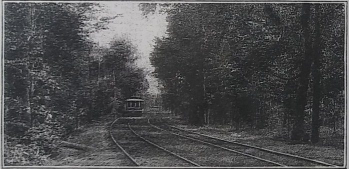
Near Excelsior on the "Twin City-Lake Minnetonka" Electric Line

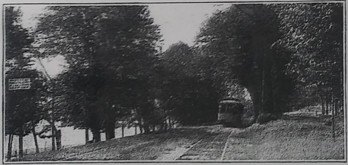


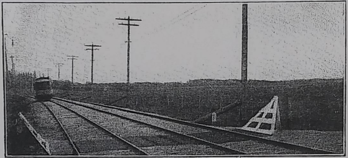
View From Fair Oaks Bridge, Near Lake Minnetonka, Minn. Christmas Lake and Glen Morris on the Left.
(Twin City Lines)

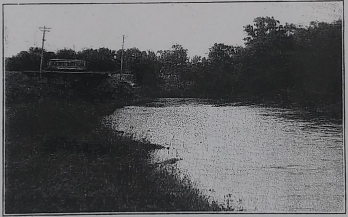

Electric Car Station at Lakewood Cemetery

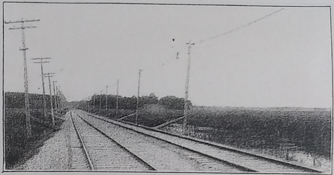

Interlachen Glen Near Lake Harriet

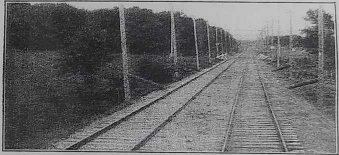

Interlachen Glen Near Lake Harriet

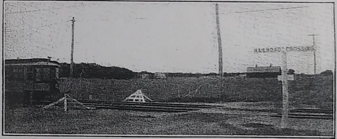

Leaving Lake Harriet for Lake Minnetonka


Browndale Meadows on Lake Minnetonka Line

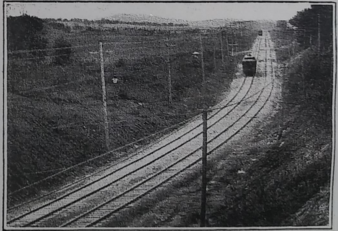

Minnehaha Creek on Lake Minnetonka Line

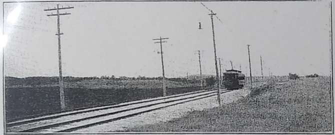

Lake Minnetonka Line Crossing Marshlands

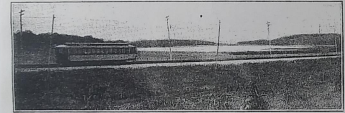

Typical Track Scene on Lake Minnetonka Line

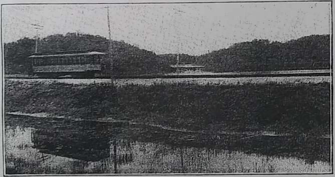


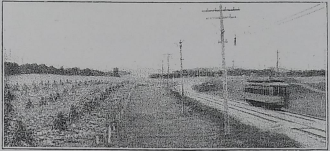
Mendelssohn Crossing on Lake Minnetonka Line


On Lake Minnetonka Line Near Deephaven Junction

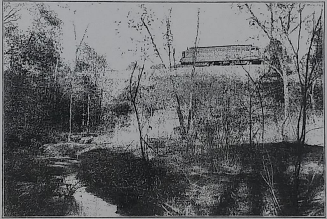

Near Glen Lake on Lake Minnetonka Line


Glen Lake on Lake Minnetonka Line

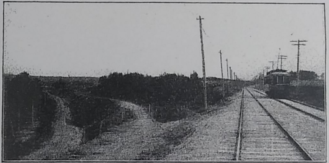

Among the Ponds on Lake Minnetonka Line

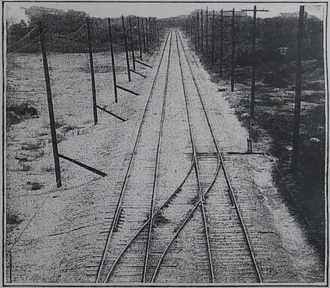

Among the Cornfields on Lake Minnetonka Line

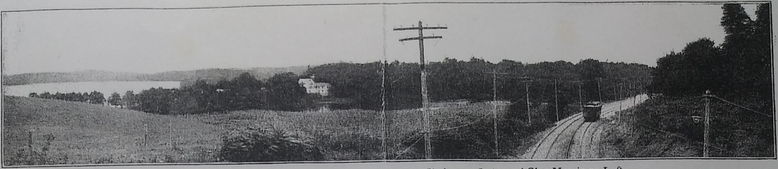
At Purgatory Springs on Lake Minnetonka Line


Purgatory Springs on Lake Minnetonka Line

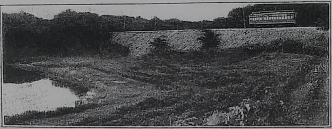
SWEET
MINNEAPOLIS
Approaching Purgatory Springs on Lake Minnetonka Line


Near Clearspring on Lake Minnetonka Line

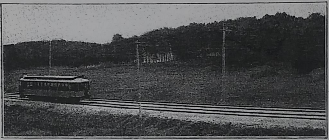

Track Scene on Lake Minnetonka Line from Fair Oaks Bridge



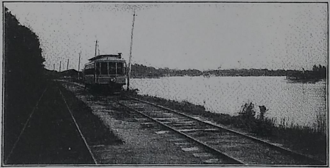
View from Fair Oaks Bridge on Lake Minnetonka Line. Christmas Lake and Glen Morris on Left



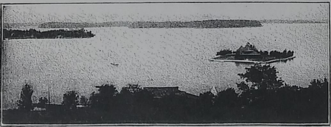
Near Christmas Lake, on Lake Minnetonka Line



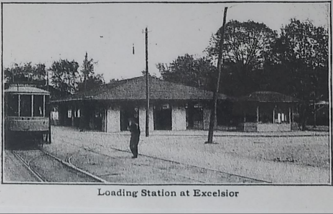
Near Excelsior, on Lake Minnetonka Line



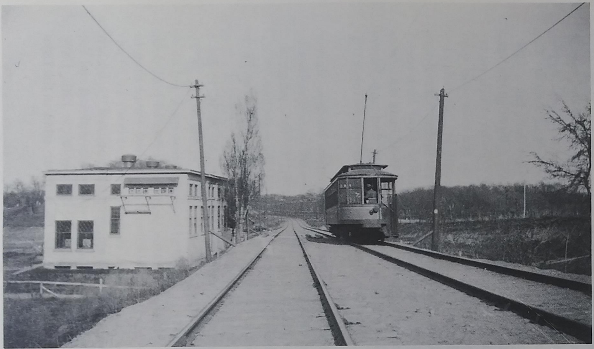
At Deephaven, on Deephaven Line



Lake Minnetonka from Deephaven. Yacht Club on Right

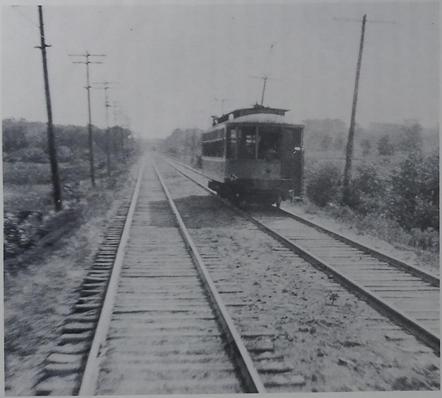


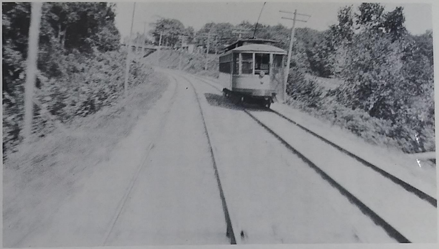
Loading Station at Excelsior



Above: An eastbound car on the Lake Minnetonka line passing over the Division St. underpass, Excelsior. The Excelsior substation is to the left of the tracks. This photograph was taken about 1910. (Lake Minnetonka historical collection of S. D. Dimond)

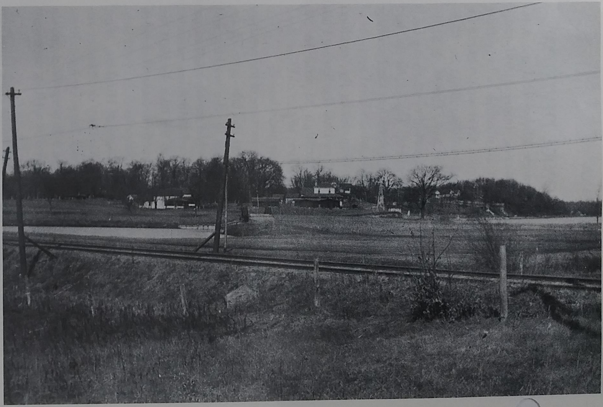
Below: Westbound train passing through rolling woodland on the main line of the Lake Minnetonka Division, 1923. (Joe Hutchinson collection)

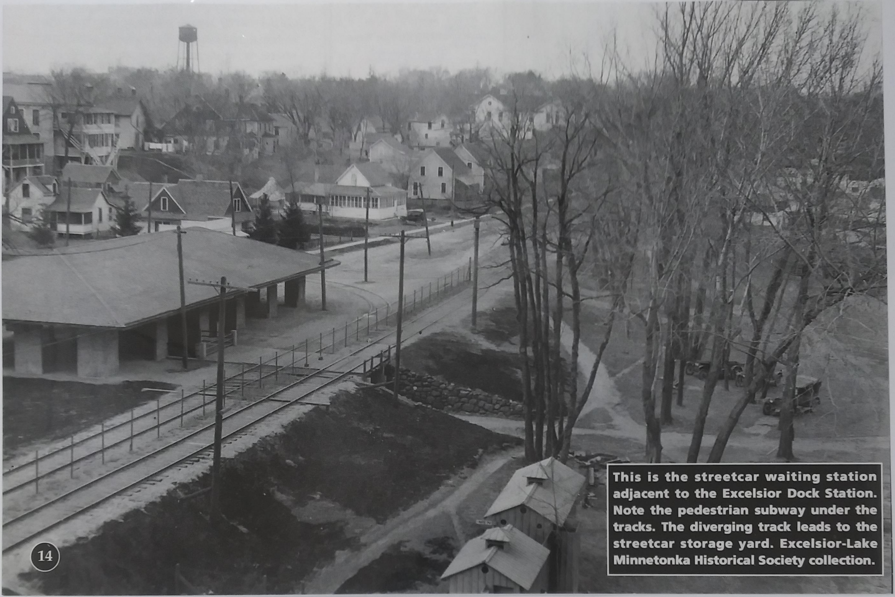




Above: Westbound train on the main line approaching the Fair Oaks bridge, 1923. (Joe Hutchinson collection)

Below: A scene along the Tonka Bay branch line. (Lake Minnetonka historical collection of S. D. Dimond)





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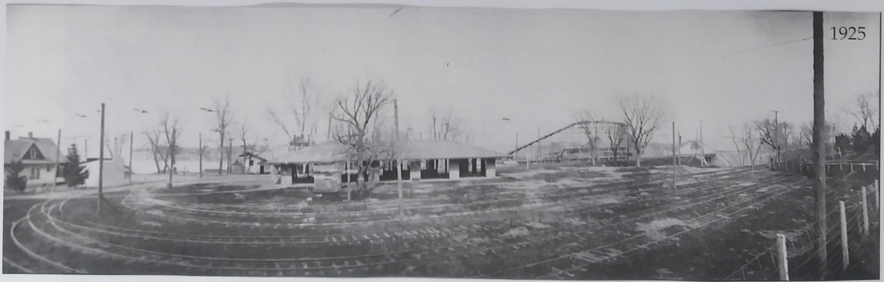
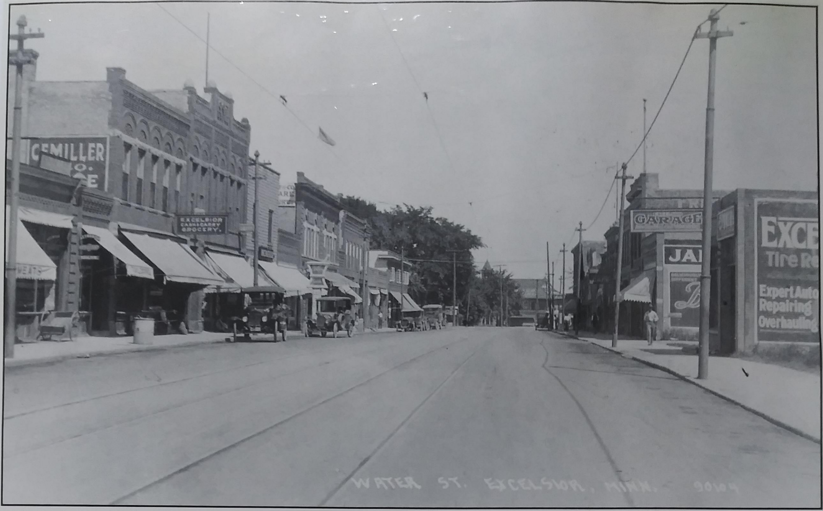
This is the streetcar waiting station adjacent to the Excelsior Dock Station. Note the pedestrian subway under the tracks. The diverging track leads to the streetcar storage yard. Excelsior-Lake Minnetonka Historical Society collection.



1925

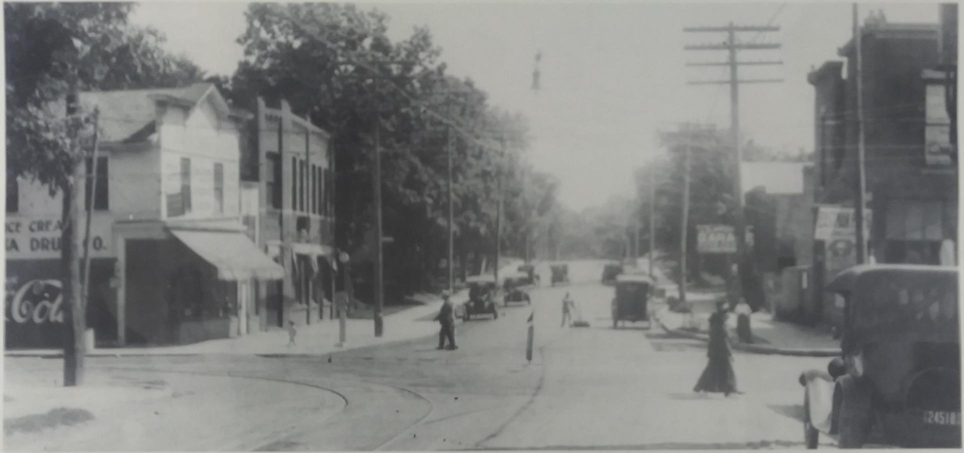

CEMILLER
CO.
EXCELSIOR CASH & CARRY GROCERY
GARAGE
EXCE
Tire Re
Expert Auto Repairing Overhauling
WATER ST. EXCELSIOR, MINN.

Above: Water Street in downtown Excelsior about 1920. Excelsior Historical Society collection.

Minnetonka Streetcars Crash on Curve

MINNEAPOLIS, MINN., SUNDAY, JUNE 28, 1925

Two Minnetonka streetcars crashed in a collision three miles beyond Hopkins Saturday at 3 p. m., shaking up seven passengers, crushing in the rear end of one car and tearing the motorman's cab from the other. The motorman of the second car saved himself by jumping back into the car. No one was injured, according to officials of the street car company. The accident, the first in several years on the Minnetonka line, occurred at a switch, near a curve. The cars were returning to Minneapolis after carrying Shriners and their families to the Zuhrah Temple picnic at Excelsior. The first car had stopped near the curve while the crew fixed a broken trolley. The second car swept around the curve and crashed into the rear end of the first car. A traffic jam was created by motorists bound for the lake who were attracted by the accident. Traffic on the streetcar line was delayed for an hour while the tracks were cleared by an emergency wrecking crew.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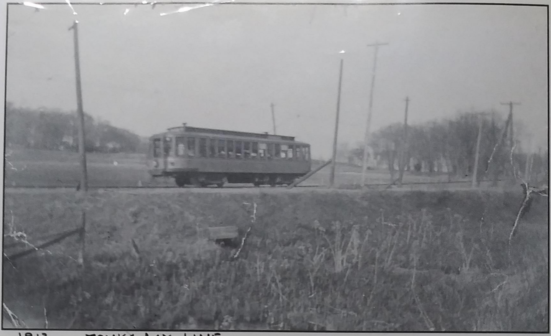
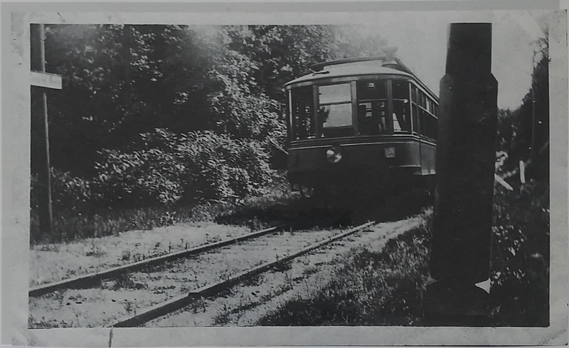
245183

The main intersection on Water Street, Excelsior, in the early 1920s.



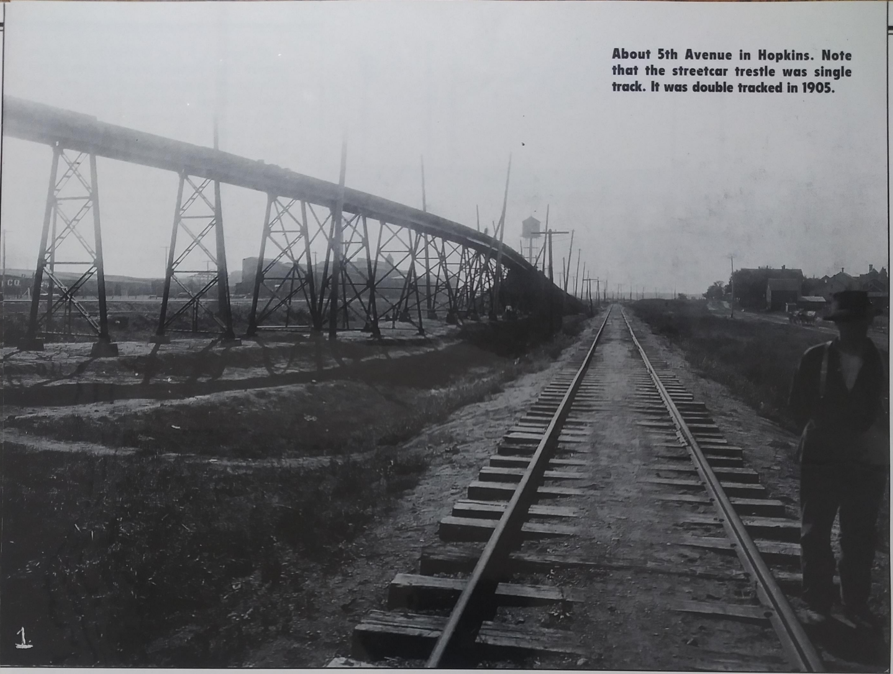
1913 TONKA BAY LINE

CRESCENT BEACH ? →



Streetcar making loop turn at hotel 1910

TONKA BAY ALSO APPEARS TO BE TWO CARS ON THE LOOP STORAGE TRACK



About 5th Avenue in Hopkins. Note that the streetcar trestle was single track. It was double tracked in 1905.

THE DEEPHAVEN LINE

When Twin City Rapid Transit opened its Lake Minnetonka transportation network in 1906, it built a great deal of new track and leased two former steam railroad branch lines. The shorter of these was the Tonka Bay branch of the Minneapolis & St. Louis.

The other branch belonged to the Milwaukee Road, and extended 6.2 miles from Hopkins to Deephaven. Built in 1887, it served five intermediate stations and ended at the lakefront, just below the large St. Louis Hotel which had opened in 1880. The demise of the hotel in 1903 probably influenced the Milwaukee Road to pull out. The photos on the following pages were taken by TCRT in 1905, prior to rebuilding the line. They show a rather worn "dirt-track" railroad that would be upgraded by the new owner.

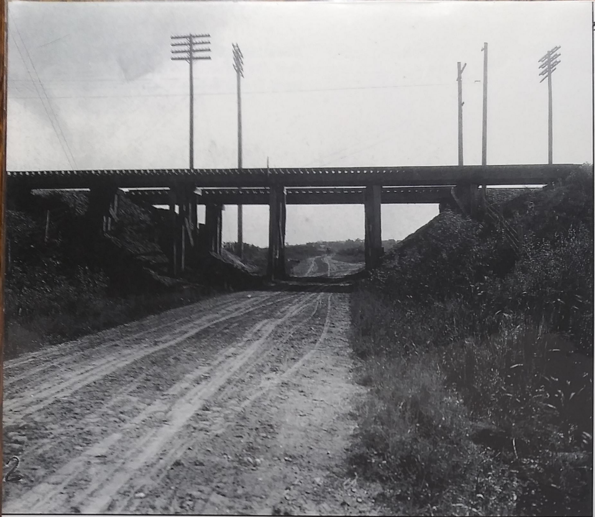
The Deephaven line never produced the kind of ridership and revenue that Excelsior did. Trains ran once an hour on weekdays, while Excelsior trains ran twice hourly. Summer Sunday/holiday service was also hourly, compared to every ten minutes to Excelsior. In the winter, Excelsior trains ran every hour, but Deephaven justified only four weekday and two Sunday round trips. Most through service to Minneapolis ended in 1931. Double ended car #1230 shuttled between Deephaven and the Junction.

Despite its lower ridership, Deephaven boasted fast track. It took only 8-10 minutes from Deephaven to Deephaven Junction, yielding an average speed of 36-45 mph. The Excelsior line west of Hopkins averaged 36 mph.

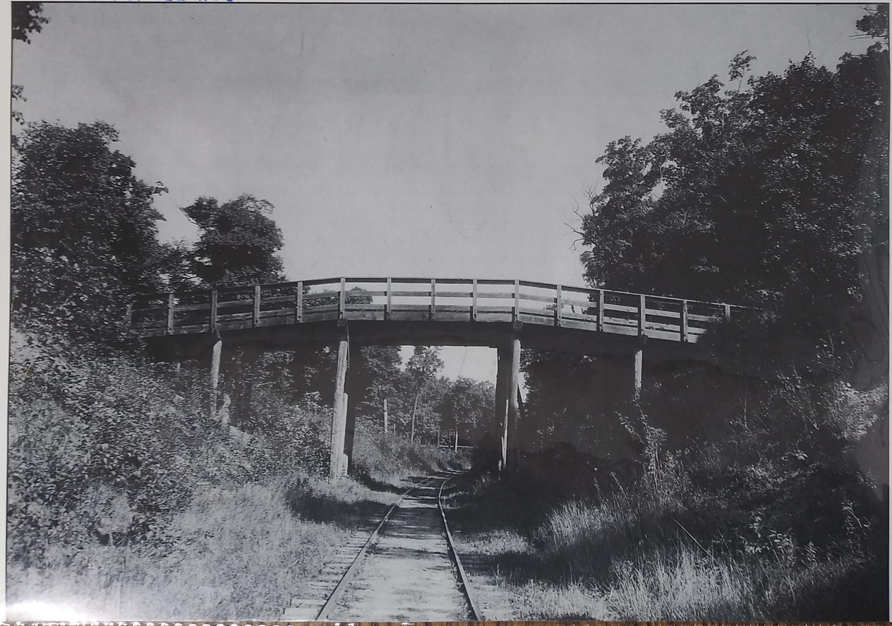
Both the *To Wayzata* and *To Excelsior* express boats on the Wayzata line converged on Deephaven at 45 past the hour, connecting with the Deephaven car. This happened because the Deephaven cars followed the Excelsior cars in the schedule by half an hour, so that the Wayzata boat that had met the Excelsior car also met the following Deephaven car. If one were traveling from Minneapolis to Wayzata or other lake shore points north of Deephaven, the connection there saved a half hour.

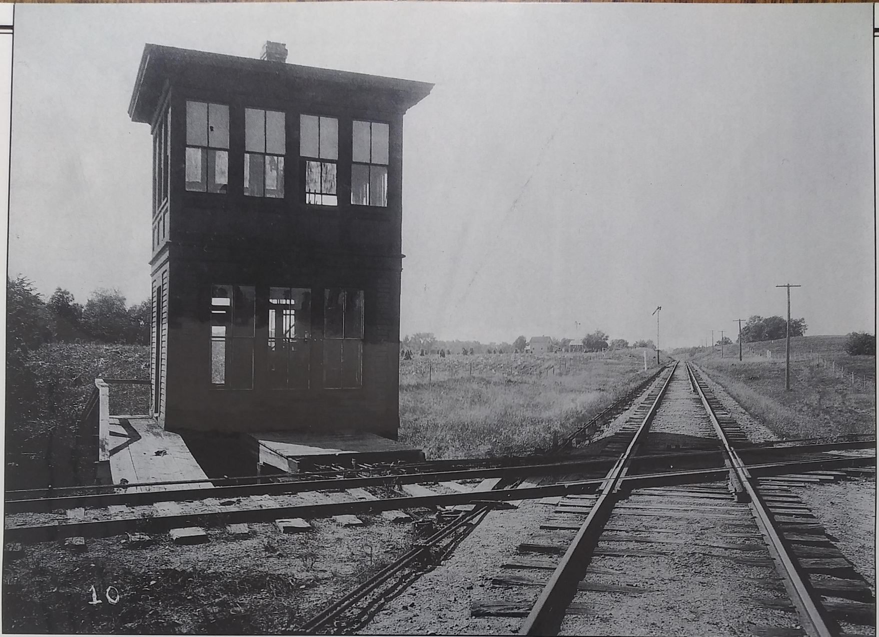
The boat service ended in 1926. The rail lines continued until 1932, when they were felled by the Great Depression. Transit carried on in the form of the Deephaven Bus Company. Sometime in the 1950's, the Excelsior-Minneapolis Bus Company, later owned by Richfield Bus Company, took over the route, which ran via Minnetonka Boulevard, with a detour that brought it close to the original Deephaven station. Much re configured, the service continues today, operated by Laidlaw Transit under contract to the Metropolitan Council.

Although a few miles of it have simply disappeared, many traces of the Deephaven line remain to this day. An Metro Transit park-ride lot sits on the right of way just west of Shady Oak Road. Next to the park-ride is Junction Road, named for Deephaven Junction. It follows the curving right of way for about half a mile. A private drive uses the right of way, which runs on a fill, from Baker Road to I-494. An old store building marks the crossing of Williston Road. If you ride the M&StL bike trail west of Williston, the old junction site can be seen. Another park-ride lot is located on the right of way where it angles across Minnetonka Blvd. The line reappears and is quite obvious west of Highway 101, especially where it passes through a cut next to Northome Road just north of Deephaven. Northome Avenue crosses the vacant cut on a bridge that predates the abandonment. And, of course, the Deephaven station survives as a private home just up the hill from its original site.

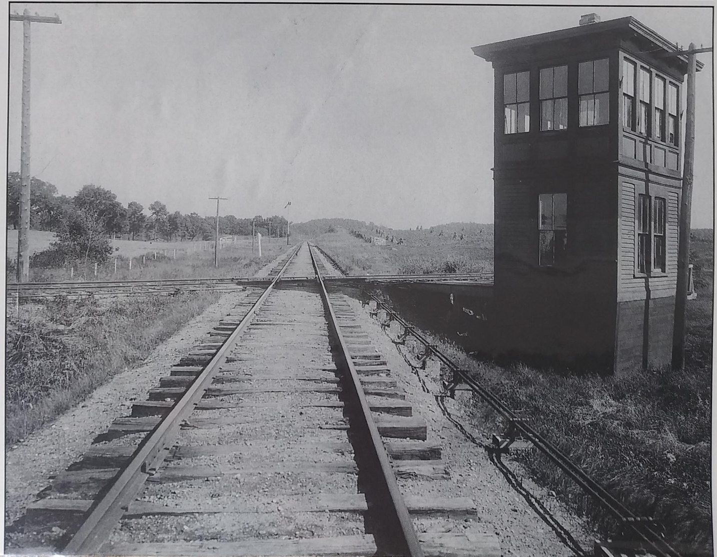


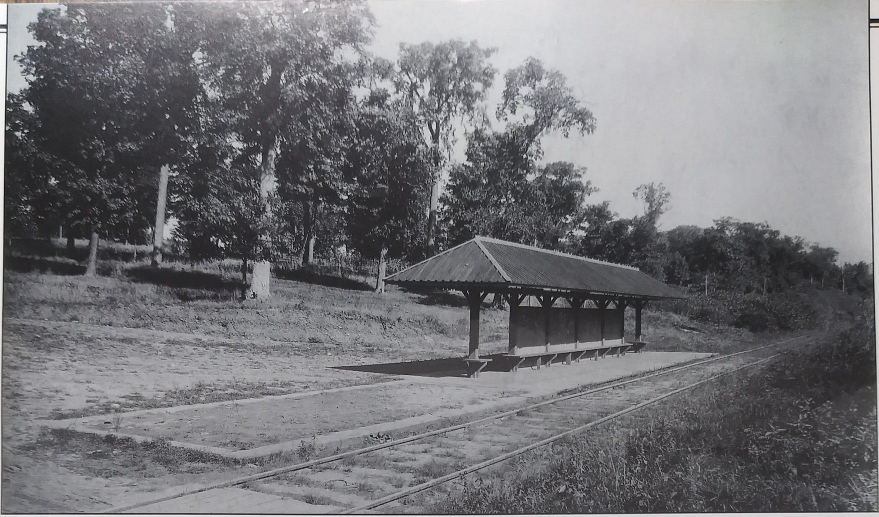
Above: Shady Oak Road on the west edge of Hopkins. The Milwaukee Road is in the foreground. TCRT double tracked their line in the background and then removed the Milwaukee track.
Below: ~~This is probably Baker Road.~~ Photos from the John Diers collection unless noted.
JUST NORTH OF DEEPHAVEN





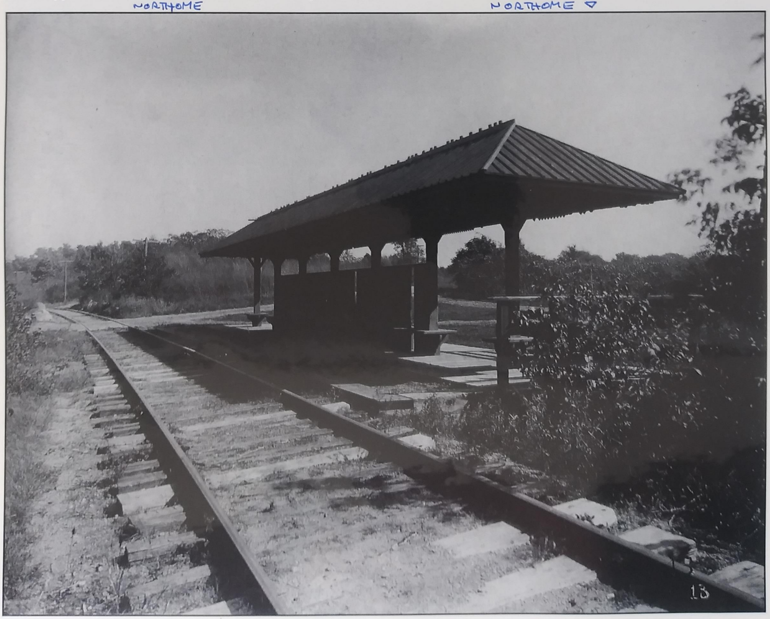
Two views of the junction with the Minneapolis & St. Louis west of Williston Road and south of Minnetonka Blvd. Above: looking east and (below) looking west along the M&StL.

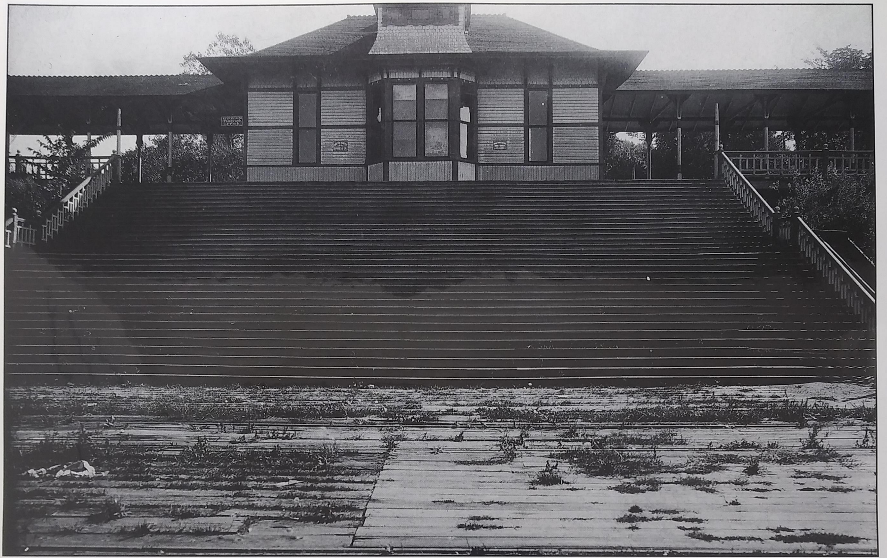




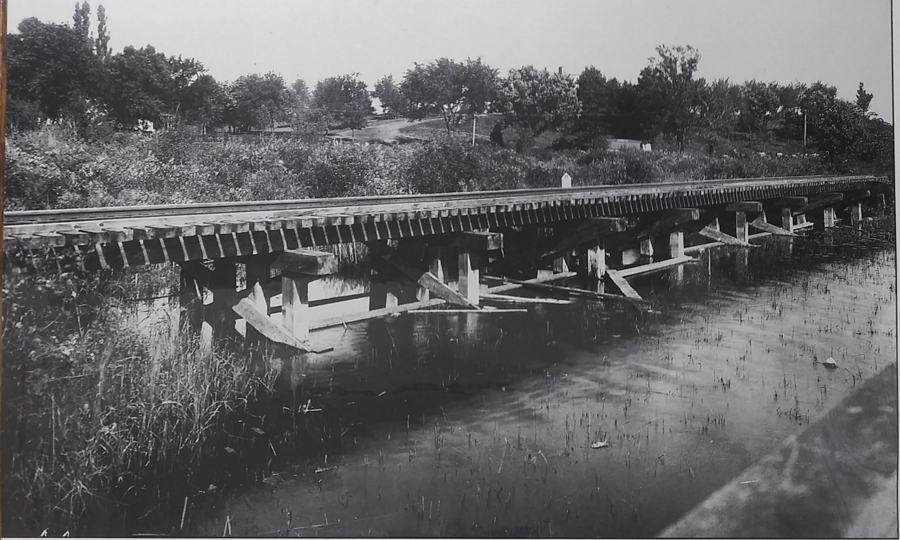
These appear to be ~~Groveland~~ station and Breezy Point station.
NORTHOME

MAPLEWOOD (BREEZY POINT) △
NORTHOME ▽

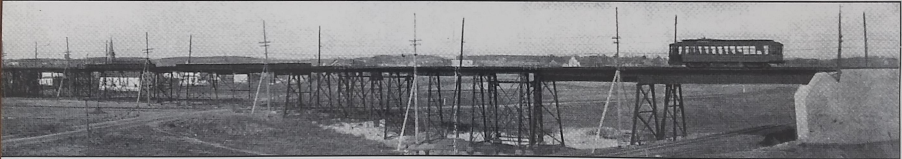




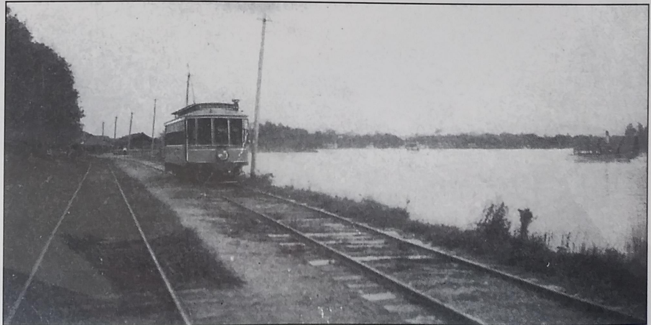
Deephaven Station. TCRT built a loop track here to turn the streetcars.

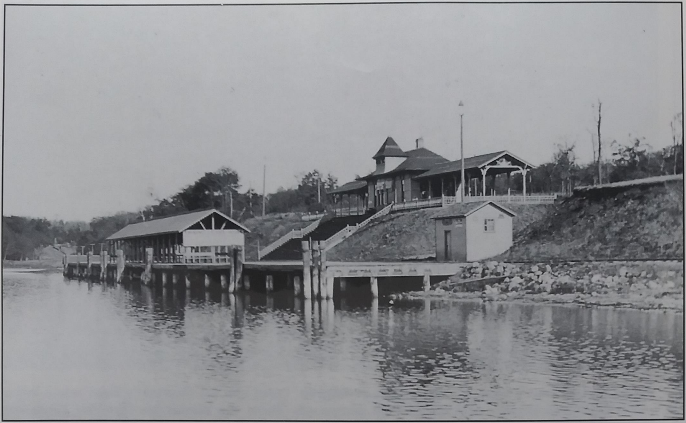


~~The edge of~~ Robinson Bay ~~was crossed on this trestle.~~ BEHIND THE TREES. THIS IS A SMALL POND EAST OF THE BAY

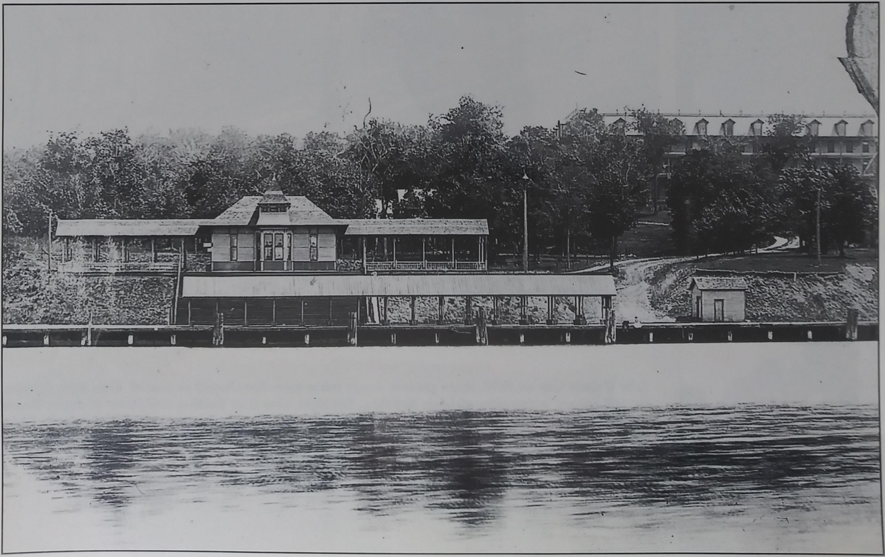


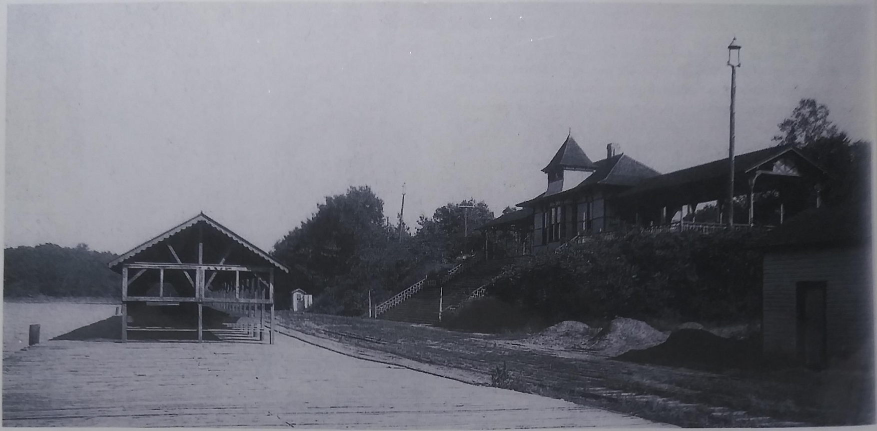
Excuse the poor quality, but here are two photos reproduced from World War I vintage company brochures. One shows the Hopkins trestle and the other is at the Deephaven terminal. Note the outbound express boat at right which has just connected with the streetcar. MTM collection.



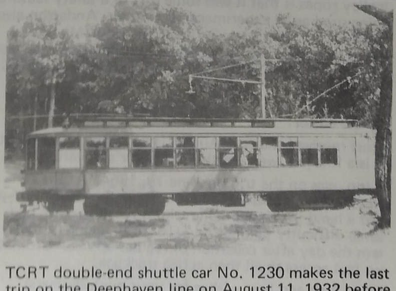


The Milwaukee Road built its branch to Deephaven in 1887. It ended at the St. Louis Bay boat dock and the Hotel St. Louis. These photos were taken before the line was purchased by Twin City Rapid Transit and electrified in 1906. Both Minnesota Historical Society collection.





NOTE THE SPUR TRACK HAS BEEN REMOVED
(DEEPHAVEN DOCKS)

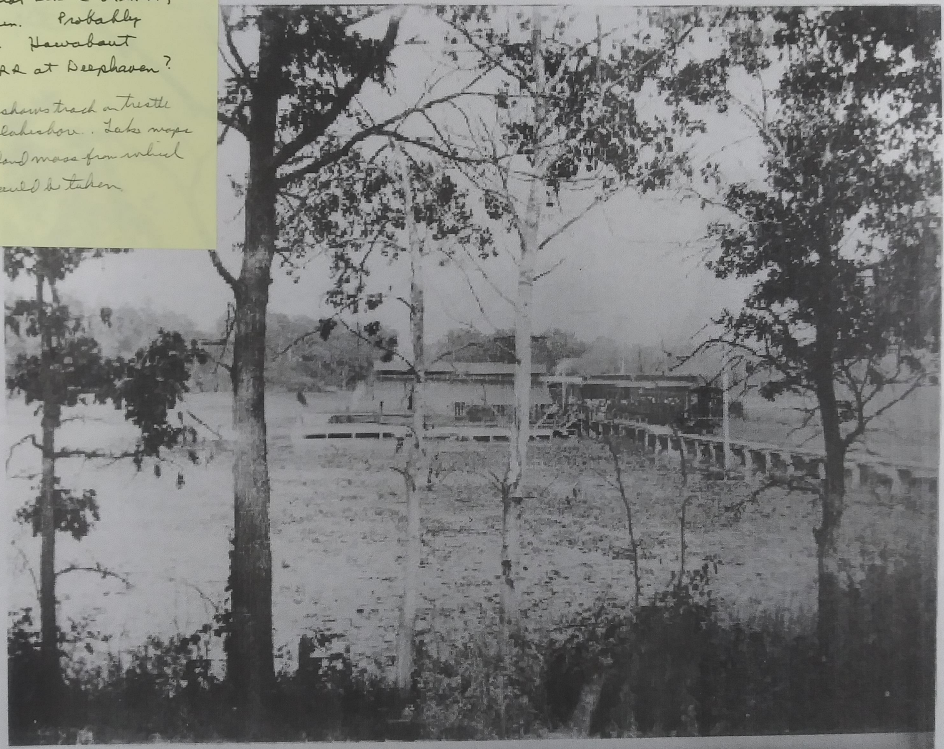


TCRT double-end shuttle car No. 1230 makes the last trip on the Deephaven line on August 11, 1932 before the line was cut back to Hopkins.

Mpls Public Library

Caption said location
Southwest, Minneapolis.
Perhaps Motor Line @ 34th St,
Lake Calhoun. Probably
incorrect. Hawabout
~~[illegible]~~ RR at Deephaven?
CM&StP

R/W Map shows track on trestle
along the lakeshore. Lake maps
show the land mass from which
the photo could be taken.



D02 Photographer F. L. Mortimer 1880's